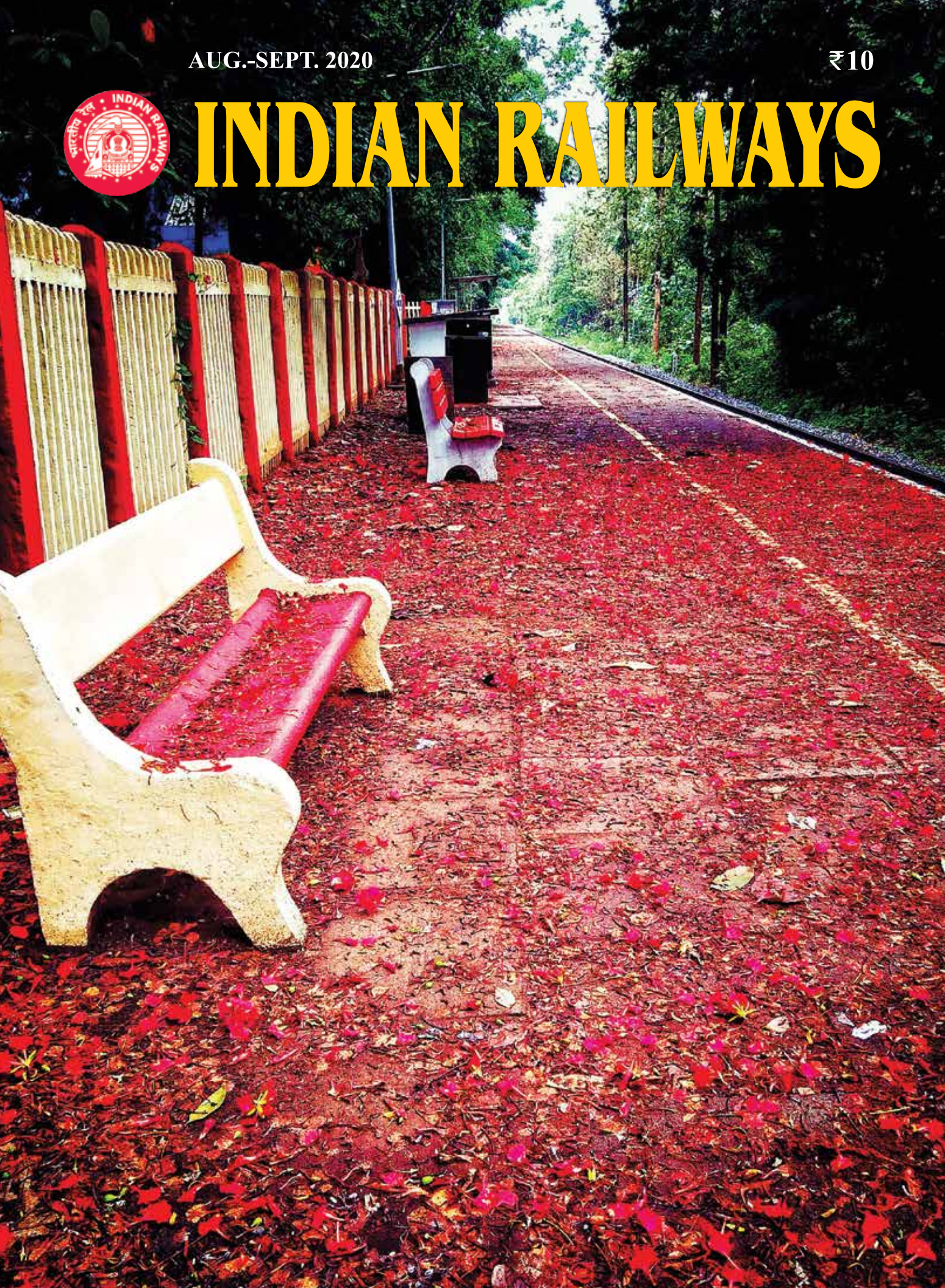
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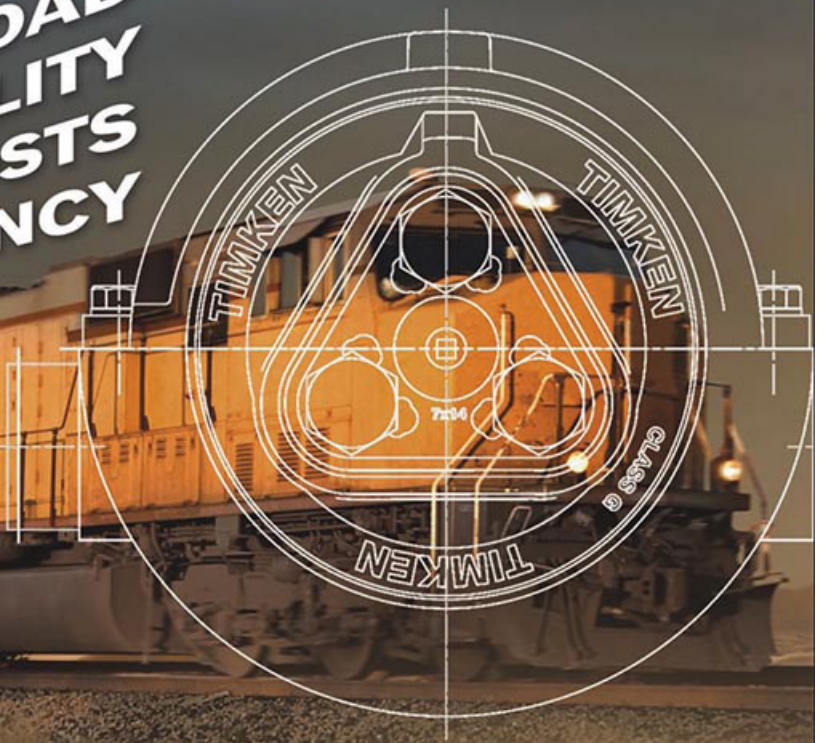
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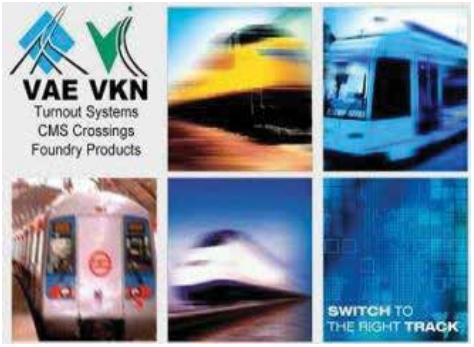
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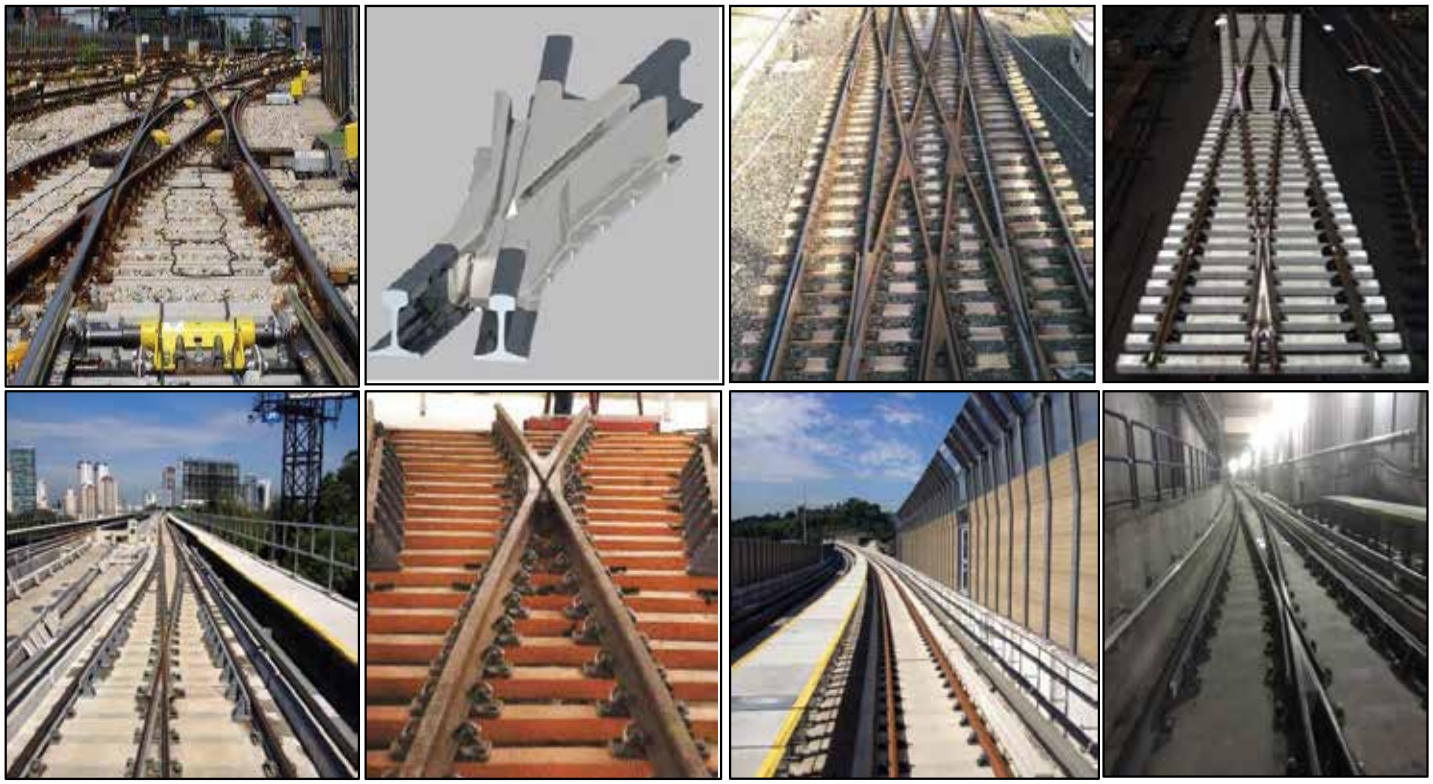
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INDIAN RAILWAYS

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Cover Photo : A morning view of gulmohar-covered platform of Melattur Railway Station, Palakkad Division, Southern Railway

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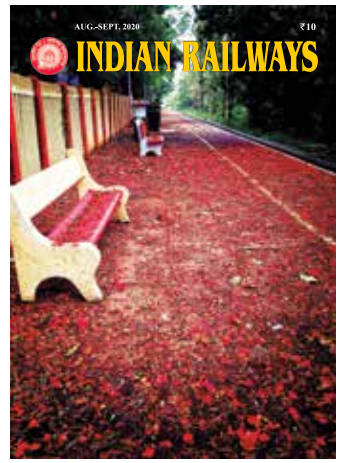
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Editorial

Time changes. So do the taste and requirements of people, needs of the society. We are also not un-aware of the changing needs of our readers. It has always been our priority to keep abreast with time and cater to the growing needs of our esteemed readers. And it is no intelligent guess that in the era of instant coffee and 20-20 cricket, very few of us have the time and patience for off-line payments modes – be it the monthly telephone bill or the subscription fees for a magazine. The issue of giving our readers the option for on line payment has been engaging our attention for quite some time. Now, after sorting out the technical aspects of the proposal, we are happy to announce that with effect from 1st October, 2020, our readers will have an option to pay their subscription fees on line through IRCTC portal. However, the existing off line modes of payment options will also continue. Moreover, very soon we are going to give our readers the option of receiving their copies by registered post also. This will, however, be subject to payment of the required registration fees charged by Deptt of Posts.

We have brought out the Special Annual issue of the magazine earlier this month and are eagerly awaiting your valuable response. Every year we make special efforts and take extra pain to make this annual issue a grand success. So please do give your feedback. Your one line of compliments goes a long way to boost the morale of our whole team.

The present issue contains an in-depth study and highly informative article on Ayodhya contributed by Shri Anil Saxena, a freelancer. The drawings of Covid coaches submitted by one of our youngest subscribers, Shri Keshav Anand have touched our hearts. It is indeed heartening to note that we are receiving quality compositions from authors from both within and outside Railways. We request the authors to come up with more such articles and back them up, as far as possible, with relevant, high resolution photographs.

In the teeth of sky-rocketing prices we have been resisting the urge for any upward revision in price of the magazine so far. In the process we have kept its price very low – ridiculously low, in fact. Left with no other option, we are now raising the price of the monthly magazine to ₹ 20. The Special Annual issue will cost you ₹ 70 next year. Annual subscription fees Have been raised to ₹ 200 for railwaymen and ₹ 250 for others. We believe that our learned readers will fully understand our compulsion and bear with us. ■

India's First Kisan Rail Flagged off by Shri Narendra Singh Tomar, Minister of Agriculture and the Function Presided over by Shri Piyush Goyal, Minister of Railways





Shri Narendra Singh Tomar, Minister of Agriculture and Farmers Welfare, Rural Development and Panchayati Raj, flagged off the India's first Kisan Rail from Devlali to Danapur on 7 August, 2020 (Through Video link). Shri Piyush Goyal, Minister of Railways, Commerce & Industry, Government of India presided over the function. Shri Suresh Angadi, Minister of State for Railways, Shri Raosaheb Danve, Minister of State for Consumer Affairs, Food and Public Distribution, Shri Parshottam Rupala and Shri Kailash Choudhary, Ministers of State of Agriculture and Farmers Welfare, Shri Devendra Fadvanis, Leader of Opposition, Maharashtra Legislative Assembly and Shri Chhagan Bhujbal, Minister of Food, Civil Supplies and Consumer Protection, Govt of Maharashtra, Members of Parliament Shri Hemant Godse, Dr. Bharati Pawar, and Dr. Narendra Jadhav, along with Smt. Saroj Ahire, Member of Legislative Assembly, Shri Purnendu Mishra, Member Traffic, Railway Board graced the function through video link. Shri Sanjeev Mittal, General Manager, Central Railway welcomed the dignitaries and presented the welcome address.



Shri Narendra Singh Tomar while addressing said that the Kisan Rail announced in the budget under the visionary plan envisaged by Prime Minister is a welcome step. The smooth transportation of agriculture produce to far reaching areas so that the perishables are not destroyed has been kept in mind in announcing the Kisan Rail. During the lockdown when everything was stopped, the farmers and railways have never stopped. Harvest of farmers were transported by railways and helped the Nation in achieving the goal of agricultural produce.

Shri Piyush Goyal while addressing said that Prime Minister reiterated that Railways is the growth engine of the Nation. Railways and Agriculture both worked even during lockdown and ensured the food grains reached every nook and corner of the country. He also said the "apples of Kashmir can be transported by railways to Kanyakumari". The first train in India ran from Mumbai in 1853 and similarly the first Kisan Rail is also being run from Central Railway.

Shri Chhagan Bhujbal, Minister of Food, Civil Supplies, Government of Maharashtra and Shri Devendra Fadnavis, Leader of Opposition, Maharashtra legislative Assembly also spoke on the occasion.

Shri Vivek Kumar Gupta, Divisional Railway Manager, Bhusaval Division gave vote of thanks. A small film on Kisan Rail was also shown on this occasion.

The Kisan Rail - Background

As announced in the current year's Budget to start 'Kisan Rail' in order to provide a seamless supply chain of agricultural and perishable produce, the Ministry of Railways is introducing the first Kisan Rail from Devlali to Danapur on 7 August, 2020.

- Train no 00107 Weekly Kisan Rail will depart Devlali at 11.00 hrs every Friday and reach Danapur at 18.45 hrs next day.
- Train no 00108 Weekly Kisan Rail will depart Danapur at 12.00 noon every Sunday and will reach Devlali at 19.45 hrs next day.

This train will have 10 parcel vans and one luggage cum brake van.

Kisan Rail will cover a distance of 1519 kms in 31.45 hrs on a single trip. It will halt at Nasik Road, Manmad Jn, Jalgaon, Bhusaval Jn, Burhanpur, Khandwa, Itarsi, Jabalpur, Satna, Katni, Manikpur, Prayagraj Chheoki, Pt.Deen Dayal Upadhyay Jn and Buxar.

The Bhusaval Division of Central Railway is primarily an Agro based area, where there is a huge produce of vegetables (especially onions), fruits, flowers and other agro products and there is a huge demand for these produce in the Patna-Allahabad- Katni-Satna region. The Kisan Rail will provide a good market to the farmers for their produce. Aggressive marketing is being done by Central Railway with co-ordination of local farmers, businessmen and APMC so that maximum farmers can benefit. ■

South India's First 'Kisan Rail' Flagged off from Anantapur (Andhra Pradesh) to Adarsh Nagar (New Delhi)

Shri Narendra Singh Tomar, Minister of Agriculture & Farmers Welfare, Rural Development and Panchayatraj and Shri Y.S. Jagan Mohan Reddy, Chief Minister of Andhra Pradesh flagged off the Inaugural Run of Anantapur – New Delhi Kisan Rail through Video Link on 9th September, 2020. The Program was presided over by Shri Suresh C. Angadi, Minister of State for Railways.



Shri Parshottam Rupala, Minister of State for Agriculture and Farmers Welfare, Shri Kailash Choudhary, Minister of State for Agriculture and Farmers Welfare, Government of India; Shri B. Satyanarayana, Minister of Municipal Administration & Urban Development and Anantapur District In-charge Minister, Government of Andhra Pradesh; Shri M. Sankaranarayana, Minister for Roads & Buildings, Government of Andhra Pradesh; Shri T. Rangaiah, Member of Parliament, Anantapur; Shri V. Gopal Reddy, Member of Legislative Council and Shri A. Venkatarami Reddy, Member of Legislative Assembly, Anantapur Urban also participated. Shri P.S. Mishra, Member Operations & Business Development, Railway Board, Shri Gajanan Mallya, General Manager, South Central Railway, Shri Alok Tiwari, Divisional Manager, Guntakal Division were also present through virtual program.

Speaking on the occasion, Shri Narendra Singh Tomar said that, it is the first Kisan Rail from South India connecting to National capital for the benefit of the farmers. It was the guidance and inspiration by the Prime Minister, Shri Narendra Modi ji that Indian Railways have started Kisan Rail with a motive to encourage the villages and farmers. "It is a great day for farmers. Kisan Rail was announced in the budget. Agriculture produce needs best possible distribution and returns. Indian farmers have proved that they would never be deterred by any calamity or challenge. Kisan Rail will ensure that agro products reach from one corner to another corner of the country".

Speaking on the occasion, Shri Y.S. Jagan Mohan Reddy stated that the state of Andhra Pradesh is fast becoming the Fruit Capital of South India, cultivating fruits and vegetables covering an area of 3.42 lakh hectares. He stated that AP is the largest producer of tomato, papaya and Chillies and Second largest in producing Mango, Orange and Turmeric in the country. Kisan Rail adds a new feather in the hat of Union Government. The introduction of Kisan Rail signals a new ray of hope for the farmers of Andhra Pradesh as well as other states.

Shri Suresh C. Angadi stated that Prime Minister's vision and the pronouncement made in the budget materialized in introduction of Kisan Rail with the aim of doubling the income of farmers. As "lifeline of the nation Indian Railways is committed to the facilitation of marketing the farmers' produce". He also said that electrification of railway lines has been taken up in a big way in the state of Andhra Pradesh and its benefits will be enjoyed by the people of Andhra Pradesh.

Shri Gajanan Mallya, General Manager in his opening remarks stated that Kisan Rail will immensely help farmers in promoting the farm produce in the national market for better price realization by avoiding enroute damage and ensuring fast transportation. He also assured that railways will extend all the possible assistance to the farmers and trading community for reliable transportation facility.

About the first Kisan Rail of South India:

- The newly introduced Kisan Rail starts from Anantapur Railway Station in Andhra Pradesh and reaches Adarsh Nagar Station, New Delhi.
- The rake is loaded with 14 parcel vans – 04 vans load meant for Nagpur and another 10 Vans load for Adarsh Nagar – totalling 332 tonnes.
- The inaugural Kisan Rail loaded with Tomato, Bananas, Sweet Orange, Papaya, Muskmelons and Mangoes.

- The train provides fast transport connectivity between Anantapur to New Delhi with the distance of 2150 Km being covered in approximately 40 hours.

Anantapur is fast becoming the Fruit Bowl of Andhra Pradesh. More than 80% of the 58 lakh MT of fruits & vegetables in the district is marketed out of the state, particularly to the north Indian States of Delhi, UP, Punjab and Haryana among others. Earlier this was being transported by roadways which was not only time taking but also leading to reduction in price realisation of the farmers due to enroute damages. Transportation by railway provides a safe, reliable and fast transportation which will help in better price realisation for the farmers and thereby result in better incomes for the farmers and traders.

The Railway team at Guntakal (particularly the newly set up Business Development Unit) along with the cooperation of the District Administration and State Government Officials have played a crucial role in making the farmers/traders aware of the benefits in loading by railways, which led to inaugural rail. ■

Minister of Railways and Commerce & Industry Reviews the Progress of Dedicated Freight Corridor Corporation India Limited



Shri Piyush Goyal, Minister of Railways and Commerce & Industry, reviewed the progress of Dedicated Freight Corridor Corporation India Limited (DFCCIL). During the meeting, the senior officials informed the current status of the project. It is expected that Western Corridor connecting Dadri in Utttar Pradesh to Jawaharlal Nehru Port (JNPT) in Mumbai and Eastern Corridor starting from Sahnewal near Ludhiana (Punjab) to terminate at Dankuni in West Bengal shall be completed by December, 2021.

Shri Goyal directed the DFFCIL management team to take necessary steps to speed up the project to compensate the loss of time due to lockdown during COVID. He also advised the officials to identify the most challenging area and come up with solution in a mission mode. He suggested that involving young fresh minds to suggest best solutions may be encouraged.

During the meeting, it was decided that strict monitoring of work of all contractors has to be done. Resolution of all issues, including coordination with the States has to be done on a Mission mode. Innovative mechanisms to constantly monitor the weekly progress of the project has to be evolved.

Dedicated Freight Corridors (DFC) is one of the largest rail infrastructure projects undertaken by the Government of India. The overall cost is pegged at ₹ 81,459 crores. DFCCIL has been set up as a special purpose vehicle to undertake planning, development, mobilization of financial resources, construction, maintenance and operation of Dedicated Freight Corridors. In the first phase the organisation is constructing the Western DFC (1504 Route km) and Eastern DFC (1856 route km) spanning a total length of 3360 route km. ■

- **Strict monitoring of work of all contractors to be done.**
- **Resolution of all issues, including coordination with the States to be done on a Mission mode.**
- **Innovative mechanisms to be evolved for a constant monitoring of the weekly progress of the project.**
- **Dedicated Freight Corridors (DFC) is one of the largest rail infrastructure projects spanning a (total length of 3360 route km) undertaken by the Government of India.**
- **The overall cost is pegged at ₹ 81,459 crores**
- **Eastern DFC & Western DFC (excluding the Sonnnagar – Dankuni PPP section) is expected to be completed by December 2021.**

Minister of Railways and Commerce & Industry and Minister of Parliamentary Affairs, Coal & Mines Dedicate Railway Museum at Hubballi to the Nation



Twitter(@PIB_India)

The Highlights of the Museum

- Galaxy of Rolling Stock
- Malaprabha and Ghataprabha cottages
- Theatre Coach
- Suruchi Cafeteria
- Toy Train
- Memorabilia Shop
- Ticket Printing Machine
- Model train run
- Children's Activity Room

"Railways has played an important role in our lives and has been witness to personal journeys of life in different phases. Story of evolution of Railways from steam era to modern bullet trains era is remarkable. Railway Museum is monument of Tribute to that extraordinary change."
- Shri Piyush Goyal

"Museum is most relevant as Hubballi is an important Railway junction historically as well. This will become another prominent tourist destination in the region."
- Shri Pralhad Joshi

In museum one coach should depict people with masks and one coach as shramik coach for the sake of posterity to remember these times."
- Shri Suresh C. Angadi

This Museum displays the gradual evolution of advanced systems in all spheres of growth of Railways. Minister of Railways and Commerce & Industry, Shri Piyush Goyal and Minister of Parliamentary Affairs, Coal & Mines, Shri Pralhad Joshi dedicated Railway Museum at Hubballi through video conferencing on 09th August, 2020. The event was presided over by Minister of State of Railways, Shri Suresh C. Angadi and was attended by other dignitaries and senior officials.

This Rail Museum is first of its kind in North Karnataka and second in South Western Railway after historic Mysuru Rail Museum at Mysuru. It is centrally located next to second entry of Hubballi Railway Station on Gadag Road opposite to Central Railway Hospital. This museum is set to enthrall the visitors with its beautiful surroundings. The visitors from all over the country and abroad can have a treat of Railway Heritage items of yester years at Railway Museum at Hubballi.

Speaking on the occasion, Shri Piyush Goyal said, "Railways has an emotional connect with all of us. Railways has played an important role in our lives and has been witness to our personal journeys of life in different phases. He referred to Mahatma Gandhi and said that Gandhi Ji also preferred to understand India through trains. Railways have itself gone through great transformations. Story of evolution of Railways from steam era to modern bullet trains era is truly remarkable. Museum is monument of tribute to that extraordinary change. Moving into a post Covid era would also see many changes. The museum will help in sensitizing society about shared history and culture. It will tell us about our roots and our foundations. We must preserve memories and legacy. We are now making Railways fully electrified and 100 % green. It will be world class passenger and freight services organization. Railways will continue to change and transform. Legacy will continue to be great and would require to be constantly preserved.

He congratulated all the Railway officials for extra-ordinary work during the lockdown. He also mentioned that Railways has pledged to contribute to 5 trillion economy and Atma Nirbhar Bharat.

Speaking on the occasion, Shri Pralhad Joshi said, "Museum is most relevant as Hubballi is an important Railway junction historically as well. This will become another prominent tourist destination in the region."

He thanked Shri Goyal for the new Museum. He also thanked Railways for running 229 special shramik trains from this Region. Shri Joshi also conveyed his thanks to Indian Railways for undertaking renovation of Hubballi Railway Station.

Addressing the function, Shri Suresh C. Angadi said that it was a great occasion for Hubballi people. He suggested one coach as people with Mask and one coach as Shramik coach for the sake of posterity to remember

these times. The museum aims at preserving and portraying the glorious heritage of various branches of Railways and displays the gradual evolution of advanced systems in all spheres of Railway working. At Hubballi Museum, the artefacts are broadly arranged in three sections i.e., at the two cottages named Malaprabha and Ghataprabha and the outdoor section.

A grand arch at the entrance welcomes one to the bygone era. Embellished with emblems of forerunners of South Western Railway, that served this region which is Southern Mahratta Railway, Mysore and Southern Mahratta Railway etc., the welcome arch beckons visitors to explore the world of Railways.

OUTDOOR LANDSCAPE: Two narrow gauge locomotives (train engines) are the prime attraction in the Museum. All the exhibits that run on track and are related to track such as Rolling Stock (engines), Coach, wagon, tanker, Permanent way material like Rails, sleepers, Level crossing gate, signals etc are provided in the galleries setup amidst soothing greenery of the Museum.

A narrow gauge coach which depicts 'Unity in diversity' with life size statues of passengers from various parts of the country is an added attraction for the visitors. Two beautiful cottages constructed in 1907, are converted to two parts of museum named as Malaprabha and Ghataprabha after the two rivers of the region.

GHATAPRABHA COTTAGE: The cottages define quintessential old age charm, house collection of indoor artefacts. Ghataprabha cottage features a model room with running train, signal instruments etc. History of Locomotives, wagons, coaches is presented along with antique Books and Plants. Glimpses of working of Railway in Medical and security fronts can be seen. A colourful children activity room with fun facts is also part of Ghatprabha. A memorabilia counter where souvenirs can be bought and a history corner where history of Railway companies is covered in the cottage.

MALAPRABHA COTTAGE: A series of beautiful charcoal sketches constitute art gallery at the entrance of Malaprabha. Booking office with ticket counter, printed tickets, iron cash chests reflect reminiscences of the ticketing of a few decades back. A station master room is simulated with Panel, all the apparatus, registers, furniture and even life size statues of station master and Points man. The adjacent room is designed on theme of waiting room with antique furniture. A parcel office setup is also recreated with 150 year old parcel weighing machine.

The evolution and progress of Permanent way, rails, sleepers, track fitting, telecommunication, electrical items along with time in tune with technology, is illustrated in the museum.

PLATFORM WITH THEATRES & RESTAURANT COACHES: A majestic platform with ornate pillars provides access to restaurant car & Theatre Car. Short Movies and videos that are both entertaining and educative are planned to be played at fixed show hours in the coach Theatre.

RIDE IN A TOY TRAIN: Colourful carriages steered by steam engine are sure to amuse children and elders alike. A toy train is manufactured by Hubballi workshop. Boarding and taking a short trip in this toy train that is equipped with sound and steam effects will transport visitors to vintage era and awaken child in us.

SURUCHI CAFETERIA: To satiate the taste buds of visitors, Suruchi Cafeteria provided in the museum offers a menu of regional delicacies in aesthetically designed exteriors with antique pillars.

The unique feature of this museum is that everything is being done with available resources by mobilizing materials and man power.

In view of the precautions to be taken in the wake of COVID pandemic, entry for visitors to the museum is restricted to only 30 members at a time. Visitors will be requested to sanitize their hands frequently using Sanitizer dispensers provided, compulsorily wear face mask and maintain social distancing when visiting the Museum. Theatre coach will remain closed until complete relaxation in lockdown and return of normalcy. ■

Regular Working Hours for the Museum from 11th August, 2020 are as below :

❖ NORMAL DAYS (Tuesday to Friday) ❖
12 noon to 7 pm

❖ WEEKENDS & PUBLIC HOLIDAYS ❖
12 noon to 8 pm

EVERY MONDAY IS A HOLIDAY

❖ ENTRY TICKET CHARGES ❖

Above 12 Years	INR 20
Child (5-12 Years)	INR 10
Less than 5 Years	Free

THEATRE COACH



❖ SHOW TIMINGS ❖
(every one hour starting from
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❖ In Group of 10 Members ❖
each ticket INR 10

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IRCTC and SBI Card Launch Co-branded Contactless Credit Card on RuPay Platform

"In yet another initiative towards pursuance of the vision of Hon'ble Prime Minister of 'Aatma Nirbhar Bharat', 'Digital India' and 'Make In India' and towards fulfillment of the mission of Minister of Railways and Commerce & Industry, Shri Piyush Goyal in achieving greater self reliance for 'Aatma Nirbhar Bharat' and engaging with the world from a position of strength, IRCTC and SBI Card together launched their new Co-branded Contactless Credit Card on RuPay Platform. The new credit card was dedicated to the service of the nation by Shri Piyush Goyal, Hon'ble Minister of Railways and Commerce & Industry.

Shri Piyush Goyal said "We are strongly committed in making Railways 'Aatma Nirbhar' in all the fields with 'Make In India' initiatives as envisaged by Hon'ble Prime Minister. The IRCTC SBI co-branded card working on RuPay Platform is one of the many "Make In India" activities undertaken by the Railways". With the aim to offer a safe transaction environment to the customers, the new RuPay credit card is equipped with Near Field Communication (NFC) technology whereby the users can expedite their transactions at the POS machines by just tapping the card on the machines without requiring to swipe the card.

Designed to reward frequent railway travellers, the new co-branded credit card offers the rail passengers maximum savings proposition on their travel together with exclusive benefits on retail, dining and entertainment as well as transaction fee waivers.

The Cardholders will receive up to 10% value back on 1st AC, 2nd AC, 3rd AC, Executive Chair Car & AC Chair Car bookings made at IRCTC website. The card also offers



online transaction fee waiver (1% of transaction amount), 1% fuel surcharge waiver and 4 premium lounge free access at Railway stations in a year (one per quarter). The users of the card will receive 350 Bonus Reward Points upon activation of the card with a minimum spend. The users can redeem the accumulated reward points against purchase of train tickets on IRCTC's ticketing website. In addition to savings on rail travel, the IRCTC SBI card offers several benefits for online shopping portals. Customers can avail discounts while shopping at e-commerce sites. With RuPay's increasing market share and gaining popularity among Indian customers, the RuPay powered IRCTC SBI Cobranded Credit Card is yet another step to provide RuPay users a delightful shopping experience. The new co-branded credit card substantiates together the commitment of IRCTC, SBI Card and RuPay for promoting the Digital India initiatives and aims to ensure a safe, convenient and improved travel experience for the rail passengers. ■

Railways Need to Collectively Focus on Increasing the Revenue, Minimising Costs, Boosting Safety of Operations and Welfare of Existing Employees - Shri Piyush Goyal, Minister of Railways and Commerce & Industry

Ministry of Railways conducted first ever online Workman Sanghosti in which representatives of Railways Worker's Unions participated from across the country. This 'Workmen Sangosthi' was attended by Shri Piyush Goyal, Minister of Railways and Commerce & Industry, Shri Suresh C Angadi, Minister of State of Railways, Shri V.K. Yadav, Chairman, Railway Board along with senior officers of the Railway Board. During the Sangosthi, office bearers of both the federations - AIRF and NFIR, Shri Rakhal Das Gupta, Shri Gumman Singh, Shri Shiv Gopal Mishra and Dr. M.Raghavaiah and other office bearers of the Federation presented their views.

Addressing the Sangosthi, Shri Piyush Goyal expressed the gratitude for Railway workmen for performing duties relentlessly during the lockdown period. The Minister said, "From highest level to the lowest level, all officers and staff have sincerely performed their duties during the lockdown. Presently, Indian Railways is going through a critical time due to the pandemic. The Minister urged the leaders of the federations to ponder how Railways can overcome this crisis that is looming across the world due to this pandemic. He also asked Railway federations to come up with unique ideas as to how Railways revenue can be increased, costs minimised, freight share be improved and how the railways can move further and faster. He also asked all to think about the safety and welfare of the existing employees. He stressed upon the collective effort required by Railways officers, unions and staff during this phase.

In a unique move, the Minister has sought crowd sourcing of ideas for boosting profitability and transformational changes from the railway employees. The heart of railway employees beats for the organisation. They would be having ideas which can boost the profitability of Railways. The Minister directed the General Managers and Divisional Railway Managers to actively seek these ideas from the employees and transmit the same to the Ministry. Addressing the Sangosthi, Shi Suresh C. Angadi, Minister of State of Railways said, that Indian Railways had never stopped in

- He was speaking at first ever online Workmen Sangoshthi (Conference) of representatives of Railways Worker's Unions, which participated from across the country
- Minister of Railways seeks crowd sourcing of ideas for boosting profitability and transformational changes from the railway employees. Asks General Managers and Divisional Railway Managers to actively seek them
- Minister expressed gratitude towards the relentless efforts by Indian Railway Employees during Covid times

the last 167 years but it was stopped due to this pandemic. All Railway employees have worked tirelessly during the pandemic. He congratulated the staff of Indian Railways for working as a warrior. The Minister expressed that in future also Railway staff would work hard and make Indian Railways as the best Railways in the world. Earlier, Dr. Aanand S. Khati, DG/HR, Railway Board informed that Indian Railways has more than 12.18 lacs employees on roll. 1.21 lakh employees have been recruited recently. Process for recruitment of 1.40 lakh vacancies has been initiated.

During the Sangosthi, Office bearers of the Federations highlighted the work done by Railway employees in challenging Covid times and sought active engagement in the process of transformational changes sweeping the Railways. Office bearers of the Railway Unions said that Railway employees were standing with Ministry in its mission for development of Railways. Improvement of Efficiency and financial health is not only in the interest of the employees but of the nation. They said Railway employees were capable of taking any responsibility for the same. ■

Railways to Ensure its Goods and Services Procurements through Government e-Market GeM with Integration of Railway Digital Supply Chain with GeM. Railway Procures Goods and Services more than ₹ 70,000 crores annually

- Shri Piyush Goyal reviews the steps to promote Make in India products in procurement process for Railways. Detailed performance review of Materials Management in Indian Railways undertaken
- Indian Railways gears up to mission Atma Nirbhar Bharat
- Indian Railway e-Procurement system IREPS to be integrated with GeM
- Officers instructed to interact with industry and enhance its capacity and capability to progress towards self reliant India and also to ensure increased participation of Indian economic resources, including manufacturing
- Need felt to have local content clause in the procurement such that we may get more bids from local vendors suppliers



Minister of Railways and Commerce & Industry Shri Piyush Goyal reviewed the steps to promote Make in India products in procurement process of Indian Railways as well as Government of India.

During the meeting, Shri Piyush Goyal urged to take measures to generate confidence in corruption free industry and transparent procurement environment in Indian Railways.

While reviewing the steps to promote Make in India products in procurement process, it was emphasised to increase the participation of local vendors in procurement process. It was also decided that local content clause in the procurement should be such that we may get more bids from local vendors/suppliers. This would also give a boost to mission Atma Nirbhar Bharat. Active support of DPIIT was sought to make suitable policy revisions, if required, to facilitate the efforts of Indian Railways in this direction.

It was felt that encouragement needs to be given to such vendors who can supply higher locally manufactured contents. It was also suggested to create a FAQ section and a helpline number so that vendors may get clarity on various issues relating to procurement process.

Detailed presentation was made by the Member (Materials Management), Railway Board on enhancing Make in India and steps being taken to procure through GeM along with the progress made.

The review meeting was also attended by Minister of State of Railways Shri Suresh C Angadi, Railway Board Members, CEO/GeM and representatives of DPIIT, Ministry of Commerce.

Indian Railways, one of the largest procurement agencies of the Government of India, is integrating its procurement systems with GeM to use GeM's full potential. The department shared the timelines for integration of Indian Railway e-Procurement system with GeM. Railway emphasised the need to have a seamless integration of the two systems eliminating need for any manual interface. Strength of both the systems i.e. Railways IREPS and GeM should be productively leveraged to generate synergy to take the Railways

procurement to GeM's full potential. Post integration GeM is intended to move further in the direction of becoming single point public procurement portal for all agencies of Government of India.

During the meeting ways and means to create a corruption free public procurement environment in India were discussed in which Ministry of Railways, DPIIT and GeM have extremely important roles to play. The need for engagement of industry for developing more indigenous vendors to participate in the growth journey of the Indian Railways was emphasised in the deliberations.

During the presentation, It was decided that Railways would work more towards having a user-friendly single step vendor web based interface for all its activities. The website should, transparently, provide every interested vendor a clear idea of how to do business with Indian Railways. The website should have all relevant information to generate confidence of corruption free and transparent environment on Indian Railways. ■

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Chief Minister of Karnataka and Minister of State of Railways Flags Off First Ever RORO Service of South Western Railway from Nelamangla (near Bengaluru) to Bale (near Solapur)



On 30th August, 2020 Shri B S Yediyurappa, Chief Minister of Karnataka and Shri Suresh C. Angadi, Minister of State of Railways flagged off first ever RORO service of South Western Railway from Nelamangla (near Bengaluru) to Bale (near Solapur).

Speaking on the occasion, Shri Yediyurappa said, "Our beloved Hon'ble Prime Minister Shri Narendra Modi ji is emphasizing on Multimodal connectivity. APMC Markets in the region offer tremendous scope for RORO." He congratulated Shri Suresh C. Angadi, Minister of State of Railways for taking lead in the initiative and assured full cooperation from State Government.

Speaking on the occasion, Shri Angadi said, "Multimodal connectivity is the dream of Hon'ble Prime Minister. Thousands of trucks are plying between Bengaluru and Solapur. With RORO, travel time will be just 17 hours. This is a trial run that got delayed due to COVID. Kisan Rail started to help farmers-agricultural produce can be transported across the country." The RORO service will bring faster development in the region.

He congratulated customers of today's RORO service for taking the initiative. He also congratulated all Railway staff for doing the mammoth work.

Roll On Roll Off (RORO) is a concept of carrying road vehicles loaded with various commodities, on open flat railway wagons. Hon'ble PM, in his recent Independence day speech, has envisaged multimodal connectivity to take India to the next level of development.

RORO services are combination of the best features of road and rail transports in the sense that they offer door to door service with minimal handling transported by fat and direct rail link. Road transport has advantage of door to door delivery of goods. However, increasing traffic on roads is leading to congestion and delays to passenger vehicles. This will cause unsafe travel conditions. Also, delays at interstate check posts due to inspection of various documents, etc. contribute to increased travel time.

- **Railways take decisive steps towards ensuring multimodal connectivity**
- **Shri B S Yediyurappa Chief Minister of Karnataka congratulates Shri Suresh C. Angadi for taking lead and assured full cooperation from State Government**
- **"Multimodal connectivity is a dream of Prime Minister" Shri Suresh C. Angadi**
- **RORO services are combination of best features of road and rail transports in the sense that they offer door to door service with minimal handling transported by fat and direct rail link. Road transport has advantage of door to door delivery of goods.**

On the other hand, Railways provides hassle free and environmentally friendly transport to medium and large quantum of freight. Rail transport is most fuel efficient of all means of transport and is much safer than road.

RORO train services were first introduced in Indian Railways on Konkan Railways section in 1999, and are running successfully since then.

In the lockdown announced to control the spread of Covid-19 in the country, the RORO model came to the rescue for many transporters.

A Solapur based firm, M/s Jitendra Realty and Infrastructure Pvt Ltd Company (JRIPL) explored the commercial feasibility of RORO train services between Solapur and Bengaluru. Based on the feasibility report submitted by Central Railway, recommended by South Central and South Western Railway, Railway Board has approved the RORO service between the two commercial





Hubs Nelamangla (near Bengaluru) and Bale (near Solapur) in April 2020.

Bengaluru and Solapur cities are thriving business cities, rich in agri-products. Substantial road traffic carrying large number of commodities moves between these two cities

After the detailed study, the route of RORO train services between these two cities, is decided to be passing through four States - Karnataka, Andhra Pradesh, Telangana and Maharashtra

Rake Composition	Flat Wagons (BRN) - Permitted carrying capacity 66 Tonnes per wagon
Goods Stock	BRN (Leased @ ₹ 4 Lakh for a round trip)
Number of Days taken per round trip	6 Days per round trip
Number of Trucks in one operation	42
Minimum Pay Load per Truck	30 Tonnes
Total tonnage	1260 MT in one trip 2520 MT in one round trip
Free Time for Loading/ Unloading	3 hours
Freight per round Trip	₹ 2,700 per tonne per round trip

Technical aspects

The most important safety consideration of the RORO train service is the maximum moving dimensions of the trucks loaded onto the railway wagons. Railway routes have permissible limits of height and width of the moving vehicles and when trucks are loaded on top of the wagons, their overall dimensions must not exceed these limits.

Advantages of RO-RO

Roll-on-Roll-off is a multimodal delivery model with the following advantages

- Faster movement of goods and essentials, reducing Time taken by trucks to reach destinations due to traffic congestion in between cities
- Reduces congestion on the roads
- Saves precious fuel
- Reduces carbon footprint
- Relief to crew of truck as it avoids long distance driving
- No hassles of check posts/toll gates etc
- Seamless Inter-operability between roadways & railways-Inter-modal transport on existing track
- Ensuring uninterrupted supply of essential commodities
- Free time for loading/ unloading is 3 hours
- Ro-RO will be reckoning force in "vocal for local"
- Will boost our local MSME units by encouraging piecemeal /decentralized loading through trucks.
- RO-RO will help government initiatives like "operation green" to stabalize prices of TOP (tomato, potato and Onion)
- Provides link between agriculture producing regions and agro consumption centres
- Ensures farmers get the right market and right price for their produce
- Connects and Balances the commodity deficient and surplus markets

This issue was examined by all concerned and based on the vertical clearance available, it was decided that trucks with a maximum height of 3300 mm only shall be moved in RORO trains in this route.

For loading such trucks on to the flat wagons, loading and unloading ramps are required at each end. Selection of both terminals was done keeping in mind the accessibility to state highways, availability of reversal of train and line capacity of terminal etc. The agency undertook construction of ramps at Bale station near Solapur and Nelamangala station near Bengaluru at their own cost. Other logistic items such as height gauge for measurement of height of the consignment before loading, weighbridge, circulating area for truck parking movement, electricity for day/night operations, etc. were also provided at both the terminals in consultation with local agencies. RORO services on Bengaluru - Solapur section shall be the only privately operated RORO train services on Indian Railways which will not only help two major markets of Solapur and Bengaluru and also ease congestion on busy highway giving a big relief to the travelling public on this route.

The major commodities expected from Bengaluru end are spices, dry fruits, raw coconuts, coffee, nuts, etc. while from Solapur end are agricultural products such as onion, pulses, fruits, etc. After Feb. 2020 it is observed that transportation of agricultural products has assumed much importance.

Sectors Benefited

- Looking at the advantages and opportunities of the RORO, State Govt. has also promised to extend full support to RORO. By this hassle free RORO service, agriculture and industries of both ends will get tremendous benefit, which will be a WIN-WIN for all stake holders.

Agricultural	• APMC vegetable market one of the biggest onion market in South India • More than 500 shops is about 9 Kms from Nelamangala • Serves Coconut growers from Tumkur, Dobbaspet, Tiptur, etc • Pineapples growers from Bengaluru Rural Areas • Sapota cultivators from Bengaluru Rural Area • Sabudana manufacturers from Salem • Spice (dry chilli & others) Cultivators from Karnataka Rural regions • Perishable vegetables from Nelamangala and neighbouring areas
Industries	• M/s.Unibic, Denzo, Kirloskar, Jindal, Kemwell, Powerica & many Pharma Industries are located within 15 kms from Nelamangala
Transport	• Major Transport Hub- within 15 kms from Nelmangala • Major Transport services operating in the vicinity M/s. TCI, Associated Carriers, ABT, PrakashRoadlines, DDTC etc • Peenya Industrial Area - 20 kms from Nelamangala • Dobbaspet Industrial Area - 25 kms from Nelmangala • HireHalli Industrial Area - 35 kms from Nelmangala
Expected Commodities	Agricultural Produce, Industrial Goods, Chemicals, etc.,

In a first, Ministry of Railways organizes Virtual Retirement Function for 2320 Superannuating Officials Connecting all Zones/Divisions/Production Units on Virtual Platform



In a first event of its kind, Ministry of Railways organized a virtual retirement function for the Indian Railways officers/staff superannuated on 31st July, 2020. This was an event where all the Zones/Divisions/ Production Units were connected on a single platform along with the officers and staff. In the history of Indian Railways, it was the first time that Minister of Railways interacted with all the 2320 officers/staff superannuated on 31st July, 2020. The event was attended by Minister of Railways and Commerce and Industry, Shri Piyush Goyal, Minister of State of Railways, Shri Suresh C Angadi, Secretary, Railway Board, Shri Sushant Kumar Mishra and senior officers of Railways.

Speaking on the occasion, Shri Piyush Goyal said, "It is a day of Happiness and Sadness. It is a happy occasion because the employees have served long period in different areas, capacities and responsibilities. Your contribution for Railways to make it a better Railways and the role you have played in making Railways future ready shall be remembered. In past few years, Railways have shown improvement in their style of working.

In COVID phase, freight trains, parcel trains, Shramik Special trains were moved. Railways have put in their best efforts to serve the nation during the pandemic. Railway employees are no less than Corona warriors. I would like to compliment the staff for putting their best efforts during the fight against COVID."

Shri Goyal added that this retirement is an intermediate station in one's life journey, the later half of the journey can be interesting if one decides to do something better for the country and be the leader of transformation. If we spare some time from our life and

utilize our experiences from our life in the service of the nation, our country's future can become bright. We may encourage the next generation in a better way and leave a better country for them.

He referred to cleanliness, a small act which resulted in a transformational change. He urged the retirees to continue to perform small acts which can bring discernible changes in society like rain water harvesting, production of manure from wet waste, thinking of innovative ways to increase production of farmers' harvest.

He also suggested that all the officers/staff who retired from Railways have the vast experience of working in Government sector. They may further inform and educate the common people about Government of India's policies and programmes so a common man may benefit and become self sufficient. It may be one of the big contributions for making their life better.

Shri Goyal complimented the retirees on 31st July, 2020 for their valuable contribution and wished them a good life ahead.

Addressing retirees, Shri Suresh C. Angadi said, "It is a great pleasure to be with you all. Railways and the country can never forget the services which Railway staff has rendered tirelessly. Your advise/suggestion is always welcome to motivate the young staff. I wish God gives strength and good keep up to all of you. A Railwayman is always a Railwayman."

The officers and Staff interacted with the Minister of Railways & Minister of State of Railways and thanked them for making their retirement function a memorable retirement event. They also expressed that they would always be a part of the Rail Parivaar.

Total 2320 officers/staff were superannuated from Indian Railways. ■

Chief Minister, Uttar Pradesh Inaugurates Robotic Trolley (CARE-BOT)

Chief Minister, Uttar Pradesh Shri Yogi Adityanath inspected Lalit Narayan Mishra Railway Hospital, Gorakhpur on 26 July,2020. The facility of 200 beds of Covid Level-I has been made available in this hospital for treatment of Corona patients. So far 563 patients have been discharged after successful treatment. Chief Minister visited the newly developed level-2 ward having facilities of 25 beds. This level-2 ward is equipped with all the required facilities wherein 9 ventilators have been provided out of which 5 are of mechanical type and 4 non-invasive type. Each bed is provided with oxygen cylinders and other necessary medical equipments.

Chief Minister dedicated a multipurpose, contactless, remote operated, Robotic Trolley (CARE-BOT) to level-2 ward for better management of corona patients. The CARE-BOT will be used for remote delivery of medicines and food to corona patients. With the use of this robotic trolley, physical interaction between medical staff and corona patients can be reduced considerably. It will also minimize the use of PPE kit. CARE-BOT ensures faster, efficient and hygienic delivery of medicines and food to corona patients in one go. It is equipped with 360 degree HD vision app based cloud camera which can be used for virtual interaction with patients through video calling. It is also equipped with thermal imaging gun to measure temperature of corona patients. ■



Chief Minister of Gujarat Felicitated Team Western Railway under the able Leadership of GM Shri Alok Kansal for Successful Running of Shramik Special Trains



Shri Vijaybhai Rupani is seen after felicitating and honouring Team Western Railway under the able leadership of Shri Alok Kansal for successful running of Shramik Special trains under the jurisdiction of WR. On behalf of Team WR, Shri Deepak Kumar Jha, Divisional Railway Manager of Ahmedabad Division, Shri Parmeshwar Funkwal, Divisional Railway Manager of Rajkot, Shri Pratik Goswami - Divisional Railway Manager of Bhavnagar and Shri Devendra Kumar - Divisional Railway Manager of Vadodara received this honour & are seen on this occasion. Hon'ble CM felicitated Team WR by conferring with appreciation certificates on Wednesday

Shri Vijaybhai Rupani, Chief Minister of Gujarat felicitated and honoured the Team Western Railway under the able leadership of Shri Alok Kansal, General Manager of Western Railway, by conferring four DRMs on behalf of Team WR, with appreciation certificates on Wednesday, 3rd June, 2020 at Gandhinagar, Gujarat in appreciation for WR's excellent initiative & coordination in arranging the travels of more than 14.56 lakh migrant labourers and their families stranded in Gujarat due to nationwide lockdown, to their native states. Shri Alok Kansal, General Manager of WR, has congratulated the entire Team WR for the successful execution of this complete mission and has also appreciated the efforts of all the Principal Heads of Departments & all the six DRMs of WR alongwith their respective teams, in this regard for their commendable contribution. Labourers from various states had arrived in cities like Surat, Ahmedabad, Vadodara, Rajkot, Bhavnagar and other cities of Gujarat in large numbers for employment opportunities and were earning their livelihood. But, due to the nationwide lockdown declared by the Government of India, to control the spreading of Coronavirus pandemic and with the further extensions of the lockdown period, these migrants, mostly daily wage earners, were finding it very difficult to sustain themselves & their families. Hence, when the Ministry of Railways started running Shramik Special trains with effect from 1st May, 2020, these labourers were transported to their hometowns by running Special Shramik Trains from different areas of Gujarat to various states of India. Labourers were transported by maintaining all norms of social distancing and providing other necessary facilities. In recognition of this outstanding work by the WR, Shri Rupani felicitated and honoured the entire Team under the energetic leadership of Shri Alok Kansal. On behalf of Team WR, Shri Deepak Kumar Jha, Divisional Railway Manager of Ahmedabad Division, Shri Parmeshwar Funkwal, Divisional Railway Manager of Rajkot Division, Shri Pratik Goswami, Divisional Railway Manager of Bhavnagar Division and Shri Devendra Kumar, Divisional Railway Manager of Vadodara Division received this felicitation with citation certifications at the state capital Gandhinagar on 3rd June, 2020. The occasion was also graced by Shri Vipul Mitra, Additional Chief Secretary (Labour and Employment) and Coordinators of Special Shramik Trains for Labourers of other states, alongwith other senior officers.

Lakhs of migrant workers and their families were benefitted at large scale, by the Indian Railway's decision to run Shramik Special trains. In continuation to this decision, Western Rly has operated total 1233 'Shramik Spl.' trains from 2nd May, 2020 which have carried 18.25 lakh passengers to their desired destinations. This Mission Shramik spl trains, was successfully executed by WR, under the guidance of GM, WR Shri Kansal, with meticulous planning & extraordinary hard work by all the concerned departments in a very short span, on a war footing scale. These special trains were operated by maintaining proper social distancing norms, and proper thermal screening of passengers, was also ensured before boarding the train. During the journey also, all the passengers were given free meals and packaged drinking water. ■

Chairman Railway Board Releases E-Pass Module Under HRMS Project Developed by CRIS for Online Pass Generation and Ticket Booking by Railway Employees

Chairman Railway Board has launched E-pass module of Human Resource Management System (HRMS) developed by CRIS through video conferencing which was also attended by FC/Railways, all Board Members, CMD/IRCTC, MD/CRIS, all GMs, PCPOS, PCCMS, PFAs and DRMs.

DG/HR briefed about the various aspects of the e-Pass module and its phased implementation strategy.

Process for issuance of the pass has been largely manual in IR. Also there was no facility for booking of ticket online on E-Pass for Railway employee.

The E-Pass module has been developed by CRIS under HRMS project and will be rolled out over Indian Railways in a phased manner. With this facility Railway employee is neither supposed to come to the office for applying for the Pass nor has to wait for the pass being issued. Employee will be able to apply for the pass online from anywhere and get the E-Pass generated online. Complete process of application and generation of Pass is mobile friendly. Ticket booking on pass may also be done online on IRCTC site apart from earlier facility of counter booking from PRS/UTS counter.

- **Employees will be able to apply for pass online from anywhere and get the E-Pass generated online**
- **Railway officials need to travel across distances for official work. This will Boost operational efficiency of officials**

This facility will help Railway employees in using their E-pass hassle free and simultaneously make working of all officials involved in issuance of the Pass smooth.

HRMS project is a comprehensive plan for digitization of complete HR process of Indian Railway. Total 21 modules have been planned in HRMS. Basic data entry of around 97% railway employees has been completed in Employee master and E-Service record modules of HRMS which was launched last year.

CRIS is also going to launch Office order module and settlement modules of HRMS very shortly. ■

President of India Awards President's Police Medal for Distinguished Services and Police Medal for Meritorious Services to the RPF/RPSF personnel

Shri D.B. Kasar, Principal Chief Security Commissioner/South Eastern Railway gets President's Police Medal (PPM) for Distinguished Service

On the occasion of Independence Day 2020, the Hon'ble President of India has awarded President's Police Medal for Distinguished Services and Police Medal for Meritorious Services to the following RPF/RPSF personnel:

President's Police Medal (PPM) for Distinguished Service:

1. Shri D.B. Kasar, Principal Chief Security Commissioner/South Eastern Railway

Police Medal (PM) for Meritorious Service:

1. Shri Santosh N. Chandran, DIG/R&T, Railway Board
2. Shri Rajendra Rupnawar, Sr. DSC/Northeast Frontier Railway
3. Ms. Sarika Mohan, Sr. DSC/ Northern Railway
4. Shri Shaik Karimullah, Assistant Security Commissioner/ South Central Railway
5. Shri Himanshu Shekhar Jha, Assistant Security Commissioner/Railway Board
6. Shri Gurjasbir Singh, Assistant Security Commissioner/ Northern Railway
7. Shri Nepal Singh Gurjar, Sub-Inspector / 2BN RPSF
8. Shri AB Rashid Lone, Inspector / 6 BN RPSF
9. Shri M. Mohammed Rafi, Head Constable / South Western Railway
10. Shri Shailesh Kumar,Inspector /Northern Railway
11. Shri Sudhendu Biswas, Asst. Sub-Inspector/ Eastern Railway
12. Shri Kawal Singh, Sub Inspector/ 2BN RPSF
13. Shri K. Ventateswarlu, Inspector/ South Central Railway
14. Shri Ashraf Siddiqui, Inspector/ North Eastern Railway. ■

Writers and Contributors

Writers are invited to contribute original general articles on subjects like SHORT STORIES, TOURISM, HEALTH, YOGA, CINEMA, GARDENING, MEDITATION, COOKING, SPORTS, FAMOUS PLACES ABROAD, TREKKING etc. in 800-1000 words/poems/quiz/puzzles. Relevant pictures along with article may be sent only on Email ID editorindianrailways@gmail.com. A suitable remuneration shall be paid after its publication.

–Editor

Three RPF Personnel Honoured by Hon'ble President of India with 'Jeewan Raksha Medals'

One with Sarvottam Jeewan Raksha Medal and Two with Uttam Jeewan Raksha Medal

Hon'ble President of India awarded the following Railway Protection Force (RPF) personnel with Jeevan Raksha Padak awards as mentioned below:

Sarvottam Jeevan Raksha Padak (posthumous)
- Late Shri Jagbir Singh, Constable/Northern Railway

Late Shri Jagbir Singh laid down his life on duty while saving precious lives of 4 children on railway premises near Adarshnagar-Azadpur railway section Delhi. Displaying unmatched valor, he went beyond the call of his duty and without caring for his own life saved the lives of these children.

Uttam Jeevan Raksha Padak
- Shri Shivcharan Singh, Constable/Western Railway

On 10 August, 2019 Shri Shivcharan Singh while performing train escorting duty on Train No. 12959 noticed some persons trapped in heavy flood shouting for help, when the train stopped due to waterlogging on the tracks near Shymkhayali railway station. Shri Shivcharan Singh, without caring for his own life, rushed to their rescue and saved precious lives of 09 persons.

Uttam Jeevan Raksha Padak
- Shri Mukesh Kumar Meena Head Constable/North Western Railway

Shri Mukesh Kumar Meena, Head Constable/RPF/ Jodhpur division, while on train escorting duty on 16 September, 2018 in Train No. 22478, displayed exemplary courage in saving the life of a lady passenger along with 02 children. Shri Mukesh Meena jumped from the running train and pulled out the lady passenger from the gap between the platform and the train alongwith both her children. ■

Indian Railways All Women RPF Sub-Inspector Cadets Passing-Out Parade held at Moula Ali





Passing Out Parade of 83 women Sub-Inspector Cadets (Batch No. 9A) belonging to different Zonal Railways was held at Railway Protection Force (RPF) Training Centre, Moula-Ali on 10th August, 2020. During this colorful parade Sri Gajanan Mallya, General Manager, South Central Railway was the Chief Guest. Sri Sanjay Sankrityayan, IG-Director, RPF/Training Centre, Moula-Ali, Sri G.M. Eswara Rao, IG-PCSC/South Central Railway and senior officers of Railways & RPF attended the impressive parade.

Sri Gajanan Mallya, General Manager, South Central Railway gave away medals to Ms. Chanchal Sekhawat, who was adjudged "Best Cadet" & "Best in Indoor" & Ms. Smriti Biswas, who was adjudged as "Best in Outdoor". The Parade was commanded by Ms. Chanchal Sekhawat.

Speaking on the occasion, Shri Gajanan Mallya advised the women Sub-Inspectors to work with devotion and discharge the duties for security of Railway property and railway passengers. Special focus shall be given to take care of vulnerable sections of society, women and children as trafficking of women and children is on the increase. He also wished the young cadets a bright future and also congratulated the women SI Cadets for their outstanding performance and wished that they will perform their duties with utmost professionalism and compassion.

These Sub-Inspector Cadets have been rigorously trained for 9 months in Indoor & Outdoor subjects to face the upcoming challenges in Railways and after passing the final exam, they have participated in this colorful extraordinary parade and after taking the pledge, they have become Members of Railway Protection Force.

Parade was organized maintaining social distance and observing all the formalities related to COVID 19. Live streaming of the Parade was done in YOUTUBE so that family members of SI Cadets and RPF personnel can watch it live because they could not attend due to the ongoing pandemic. ■

Shri Arun Kumar, DG, RPF Nominated as the Vice-Chairman of the UIC (Union Internationale Des Chemins / International Union of Railways), Security Platform



Mr. François Davenne, The Director General of UIC has intimated Shri Vinod Kumar Yadav, Chairman, Railway Board that under the 96th UIC General Assembly decision, Shri Arun Kumar, DG/ RPF has been nominated as the Vice-Chairman of the Security platform from July 2020 to July 2022. DG/RPF will then take over as Chairman of the Security Platform from July 2022 to July 2024.

UIC (Union Internationale Des Chemins) is a French word the meaning of which in English is International Union of Railways. It is headquartered in Paris.

The UIC Security Platform is empowered to develop and formulate analysis and policy positions on behalf of the rail sector in matters relating to security of persons, property and installations. The security platform promotes the exchange of information and experience among the security agencies of UIC members and proposes common interest projects and activities in the field of railway security as dictated by requirement of the members or external events. The COVID-19 Task Force setup by UIC security platform has proved to be very useful in exchange of ideas, precautions to be taken, restoration efforts and experience sharing during the current pandemic.

RPF, on behalf of Indian Railways, has always been an active member of the UIC security platform and contributed to discussions, deliberations, exchange of ideas and best practices since long. It has also organized UIC Security Conferences in 2006 and 2015 in New Delhi. RPF involves itself in working groups, forums and meetings and its contribution in working of UIC security platform has been appreciated by UIC leadership since long. ■

Dr. Bishnu Prasad Nanda has Taken Over as Director General, Railway Health Services Railway Board



Dr. Bishnu Prasad Nanda has taken over as Director General Railway Health Services (DG RHS) Railway Board. He has joined at the apex post of the Health Department in the Railway Board. Prior to this, Dr. B P Nanda was serving as Principal Chief Medical Director, Southern Railway.

In Combined Medical Services Examination of UPSC in 1983, Dr.B P Nanda secured All India 1st position and was selected for the Indian Railway Medical Services. Dr B P Nanda joined Indian Railway Medical Services on 14th November, 1984, in Kharagpur Divisional Hospital of South Eastern Railway.

On completion of probation, Dr. Nanda was posted as Assistant Divisional Medical Officer at Chhindwara Health Unit in Madhya Pradesh under Nagpur Division and later transferred to Hatia Railway Hospital, Ranchi where he served for seven years. Subsequently he was transferred to Mancheswar Railway Hospital, Bhubaneswar. Dr. Nanda did his Post Graduation in ENT from Mumbai University, Bombay from 1994-97 and was posted as ENT specialist at Adra Divisional Railway Hospital where he had served for 15 years from 1997-2012.

After Promotion to SAG level as Chief Medical Superintendent of Chakradharpur Division, Dr. Nanda started his Administrative Career and continued to be Superintendents in Adra (Eastern Railway) and Madras (Southern Railways) till 2018 and then elevated to the rank of Principal Chief Medical Director of Southern Railways which consists of six Divisional Hospital including the most prestigious, Perambur Railway Hospital at Ayanavaram.

As Principal Chief Medical Director of Southern Railways, Dr. Nanda was instrumental in implementing e-Procurement of medicines and surgicals for the Zone. Under his able leadership, the Medical Department completed the e-Procurement and ensured equitable distribution to all Divisions. Academic activities have gained momentum to update IRHS cadre with latest developments in medical field. Two CME programmes at zonal level and one all India CME were conducted during his tenure. ■

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Indian Railways Hands Over 10 Broad Gauge Locomotives to Bangladesh



- These locomotives will help handle the increasing volume of passenger and freight train operations in Bangladesh
- Shri S.Jaishankar, External Affairs Minister highlighted the depth of time tested India-Bangladesh ties, based on mutual trust and respect
- Shri Piyush Goyal, Minister of Railways and Commerce & Industry, committed complete, unstinted & unlimited support to Bangladesh in its development of Bangladesh rail network.

In a handing over ceremony, 10 Broad Gauge (BG) locomotives were virtually flagged off to Bangladesh by the External Affairs Minister, Dr. S. Jaishankar and the Minister of Railways and Commerce & Industry, Shri Piyush Goyal. The event was also attended by the Minister of State for Railways, Shri Suresh C. Angadi. From the Bangladesh end, Minister of Railway, Md. Nurul Islam Sujan and Minister of Foreign Affairs, Dr Abul Kalam Abdul Momen received the locomotives on behalf of the Government of Bangladesh.

The handing over of these locomotives, under grant assistance from the Government of India, fulfills an important commitment made during the visit of Prime Minister of Bangladesh Sheikh Hasina to India, in October, 2019. In keeping with the requirements of Bangladesh Railway, the locomotives have been suitably modified by the Indian side. These locomotives will help handle the increasing volume of passenger and freight train operations in Bangladesh.

Speaking on the occasion, External Affairs Minister Dr S. Jaishankar said, "I am delighted to join this ceremony of handing over 10 locomotive to Bangladesh. I am glad to know that Parcel and container trains have been started between both the countries. This will open up new opportunities for our businesses. I am happy to note that movement of trade by rail have been ensured. During the COVID-19 pandemic, the supply of essentials particularly in the holy month of Ramadan were ensured." He further highlighted the depth of time tested India-Bangladesh ties, based on mutual trust and respect. He expressed his happiness that the COVID pandemic had not slowed down the pace of bilateral cooperation and conveyed that he looked forward to more such milestones in the ongoing historic Mujib Barsho.

Speaking on the occasion, Minister of Railways and Commerce & Industry Shri Piyush Goyal said, "It gives me immense pleasure to hand over 10 broad gauge locomotives for the use of Bangladesh Railways. These locomotives will be useful in handling the on-going freight train operations between India & Bangladesh. To ensure the usability of these locos in Bangladesh, they have been modified. We have been huge strides forward in our respective efforts at achieving development & growth. India & Bangladesh have come a long way in the last few years. Our bilateral relationship today is at its very best. Our neighbourhood policy follows PM Shri Narendra Modi ji's vision of Sabka Sath, Sabka Vikas, Sabka Vishwas. The leadership of both, India & Bangladesh, are committed to reviving the pre-1965 railway connection between the two countries. Out of the 7 rail links that existed then, 4 are functional now. To further strengthen rail connectivity in the region, one new rail link, between Agartala in India and Akhaura in Bangladesh is being constructed & financed under Grant Assistance of India. During COVID-19, both Railways have shown exemplary foresight in managing the crisis and maintained the supply chain by stepping up transportation of essential commodities. Parcel train and container train services have been introduced via Benapole in Bangladesh. Both these services have already started in the month of July. These have enabled us to move a wide range of products from both sides. Railways have ensured that the two countries can continue our bilateral trade without any disruption & health risk. Both the Railways are ensuring a better future for the people." During his address, on behalf of the Indian Railways, Shri Piyush Goyal also committed complete, unstinted & unlimited support to Bangladesh in its development of Bangladesh rail network. He underscored the significance of railway cooperation in enhancing bilateral trade and connectivity and in further boosting the economic partnership between the two countries.

In the recent times, India and Bangladesh have stepped up their rail cooperation in mitigating the impact of the COVID-19 pandemic, as trade via land border faced disruptions. Rail as a cost effective and environmental friendly solution, has helped in transporting essential commodities across the border. Both sides saw the highest ever exchange of freight trains in the month of June. A total of 103 freight trains were utilized for carrying essential commodities and raw materials.

Recently, parcel and container train services have also commenced between India and Bangladesh. This is expected to significantly enhance the scope of bilateral trade. ■

Indian Railways to Fully Support Implementation of 'Fit India Freedom Run' Starting from 15th August to 2nd October, 2020



'Fit India Freedom Run' was launched by Minister of State for Youth Affairs & Sports (Independent Charge) and Minister of State for Minority Affairs, Shri Kiren Rijiju and was graced by Shri V.K. Yadav, Chairman, Railway Board

To make 'Fit India Freedom Run' a great success, all the General Managers have been asked to spread maximum awareness among Railway family and to ensure maximum participation.

Indian Railways have around 10,000 sportspersons and 300 coaches in 29 game disciplines on its roll. 6 out of total 32 National Sports Awards in 2019-20 were conferred on Indian Railways Sports persons.

Indian Railways has decided to fully support the new initiative 'Fit India Freedom Run' introduced by the Ministry of Youth Affairs and Sports, Government of India. This event would continue from 15th August to 2nd October 2020. The initiative is being taken up under the aegis of the Fit Indian Movement.

'Fit India Run' has been conceived keeping in view the indispensable need to keep ourselves fit while maintaining social distancing. In this run one can run/walk along a route of his/her choice, at a time that suits him/her. One can even take breaks during such run/walk. Basically, one runs his own race and times his own pace.

'Fit India Freedom Run' was launched on Friday by Minister of State for Youth Affairs & Sports (Independent Charge) and Minister of State for Minority Affairs, Shri Kiren Rijiju and was graced by Shri V.K. Yadav, Chairman, Railway Board. To make the initiative successful, all the Zonal Railways/Units have been advised to spread the awareness and ensure large participation in the movement by encouraging participation of a large number of Railway officials, their families and relatives in the 'Fit India Freedom Run' and to make themselves fit by taking simple steps as given in the guidelines set by the Ministry of Youth Affairs and Sports, Government of India and stated on their website : www.fitindia.gov.in.

Indian Railways have great legacy of sports promotion in India since beginning. It is the biggest promoter of Sports in India by way of providing employment to 300-400 sportspersons every year and giving them all facility and a conducive atmosphere for them to excel in sports to bring laurel to the country. Indian Railways have around 10,000 sportspersons and 300 coaches in 29 game disciplines on its roll. 6 out of total 32 National Sports Awards in 2019-20 were conferred on Indian Railways Sportspersons.

In order to create state of the art sports infrastructure and training, a provision of 0.5% D&G Charges for 'Sports Development' has been included in all estimates. This is a unique initiative taken by Indian Railways for sports promotion and as a part of Fit India initiative.

To make 'Fit India Freedom Run' a great success, all the General Managers have been asked to spread maximum awareness among Railway family and to ensure maximum participation. ■

Indian Railway Solarises more than 960 Stations

In order to achieve its objective of becoming 100% self-sustainable for all it's power needs and also to contribute to national solar power goals, Indian Railways has solarised more than 960 stations till date. Orders have been placed for 198 MW solar rooftop capacity for 550 stations which are under execution.

It may be noted that Indian Railways had recently organised a meet of leading solar power developers who had shared their expectations of being partners in the journey of Indian Railways to become "net zero carbon emitter" before 2030. Indian Railways is set to produce solar energy for meeting all it's energy consumption needs of more than 33 billion units by 2030. Current annual requirement is about 20 billion units.

Indian Railways has a mega plan for installing solar plants of 20 GW capacity by utilizing its vacant land by 2030. Some of the Stations solarised are Varanasi, New Delhi, Old Delhi, Jaipur, Secunderabad, Kolkata, Guwahati, Hyderabad, Howrah etc.

About 51,000 hectare vacant land is available with Indian Railways and it is now ready to extend all the support to the developers for installing solar power plants on Railway's vacant un-encroached land. It may be noted that Railways is also set to achieve 100% electrification by the year 2023.

It may be noted that Indian Railways is committed to utilize solar energy for meeting its traction power requirement and become a complete 'Green mode of transportation'. This is in line with the recent directive of Hon'ble Prime Minister to solarise railway stations and utilize vacant railway land for Renewable Energy (RE) projects.

The use of solar power will accelerate the Railways' mission to achieve the goal of becoming 'Net Zero Carbon Emission Railway'. In order to achieve this, Indian Railways has developed a mega plan for installing solar plants of 20 GW capacity by utilizing its vacant land by 2030.

In this regard, to begin with, bids for 3 GW solar projects on vacant Railway land parcels and land parcels along the railway track have already been invited by Railway Energy Management Company Ltd. (REMCL), a PSU of Indian Railways. These solar projects, besides supplying power to Railways at reduced tariff, will also protect the Railway land by construction of boundary wall along the track. ■



Indian Railways Set to Meet all it's Energy Consumption Needs of more than 33 billion units by 2030. Current annual requirement is about 21 billion units

In order to achieve its objective of becoming 100% self sustainable for all it's power needs and also to contribute to national solar power goals, Indian Railways organized wide ranging discussions with key stake holders under the chairmanship of Minister of Railways and Commerce & Industry Shri Piyush Goyal.

It may be noted that Indian Railways is committed to utilize solar energy for meeting its traction power requirement and become a complete 'Green mode of transportation'.

The primary areas of discussion in this meeting were as follows:

- Innovative solutions for setting up solar projects along the railway track.
- Possible power procurement routes for achieving 20 GW renewable energy target, set by the Indian Railways, to become the net zero carbon emitter by 2030.
- Challenges in large scale deployment of solar energy projects by the Indian Railways.

The developers acknowledged the efforts of Indian Railways in leading the development of renewable energy in the country and expressed strong support to Indian Railways on the path of going green and achieving the net zero carbon emissions target by 2030.

This is in line with the recent directive of Hon'ble Prime Minister to solarise railway stations and utilize vacant railway land for Renewable Energy (RE) projects.

It will also contribute towards National Solar Mission, an initiative of the Government of India to promote solar power.

As a follow up, it has been decided by Ministry of Railways to provide solar power plants on vacant unused Railway land on mega scale. A pilot project of 1.7 MW capacity with direct connectivity to 25 KV traction system has been successfully operationalised in Bina. In addition, solar plant of 3 MW capacity has also been commissioned at Modern Coach Factory (MCF), Raebareli for non-traction applications. Further, 2 more projects – one at Diwana for 2 MW and another at Bhilai for 50 MW capacity for connectivity with State Transmission Utility (STU) and Central Transmission Utility (CTU) respectively are in progress.

The use of solar power will accelerate the Minister of Railways and Commerce & Industry, Shri Piyush Goyal's mission to achieve conversion of Indian Railways to 'Net Zero Carbon Emission Railway'. In order to achieve this, Indian Railways has developed a mega plan for installing solar plants of 20 GW capacity by utilizing its vacant land by 2030. With the ambitious plan of achieving 100% electrification for Railways by the year 2023, Indian Railways energy consumption is set to become more than 33 billion units by 2030 from its current annual requirement of about 21 billion units.

Indian Railways has adopted a multi-pronged approach towards decarbonization which would be fulfilled by the solar projects being deployed, making it the first transport organization to be energy self-sufficient. This would help in making Indian Railways green as well as 'Atma-Nirbhar'.

In this regard, to begin with, bids for 3 GW solar projects on vacant Railway land parcels and land parcels along the railway track have already been invited by Railway Energy Management Company Ltd. (REMCL), a PSU of Indian Railways. These solar projects, besides supplying power to Railways at reduced tariff, will also protect the Railway land by construction of boundary wall along the track.

Minister of Railways and Commerce & Industry Shri Piyush Goyal pointed out that Indian Railways is willing to extend all support to the developers for installing solar power plants on Railway's vacant un-encroached land. Boundary wall along the track will be constructed and maintained by developers which will also help in preventing trespassing on tracks.Adoption of modern indigenous technology to create an energy self-reliant Indian Railways will contribute towards meeting India's renewable energy targets and Intended Nationally Determined Contributions (INDCs), as committed by our Hon'ble Prime Minister, Shri Narendra Modi. ■

Indian Railways Generates more than 6,40,000 Mandays of Work till 21 August, 2020 under Gareeb Kalyan Rozgar Abhiyan



- These mandays of work generated in 6 States viz. Bihar, Jharkhand, Madhya Pradesh, Odisha, Rajasthan and Uttar Pradesh
- Ministry of Railways is monitoring the progress made in these projects and work opportunities generated for the migrant labours of these states under this Scheme
- Till 21 August, 2020, payment of ₹ 1,410.35 Crores have been released to the contractors for the projects being Implemented
- Garib Kalyan Rojgar Abhiyaan being implemented in 116 districts in 6 states
- Around 165 Railway infrastructure projects are being executed in these states

Indian Railways has generated more than 6,40,000 mandays of work under Gareeb Kalyan Rozgar Abhiyan in 6 States viz. Bihar, Jharkhand, Madhya Pradesh, Odisha, Rajasthan and Uttar Pradesh.

Shri Piyush Goyal, Minister of Railways and Commerce & Industry is closely monitoring the progress made in these projects and generation of work opportunities for the migrant labours of these states under this scheme. Around 165 Railway infrastructure projects are being executed in these states.

Till 21 August, 2020, 12,276 workers have been engaged in this Abhiyaan and the payment of ₹ 1,410.35 crores has been released to the contractors for the projects being implemented.

Railway has appointed nodal officers in each district as well as in the States so that a close coordination is established with the State Government.

Railway has identified no. of railway works which are being executed under this scheme. The works are related to (i) construction and maintenance of approach roads for level crossings, (ii) development & cleaning of silted waterways, trenches and drains along the track, (iii) construction and maintenance of approach road to railway stations, (iv) repair and widening of existing railway embankments/cuttings, (v) plantation of trees at extreme boundary of railway land and (vi) protection works of existing embankments/cuttings/bridges.

It may be noted that Hon'ble Prime Minister Shri Narendra Modi launched a massive employment-cum-rural public works campaign named Garib Kalyan Rojgar Abhiyaan to empower and provide livelihood opportunities in areas/villages witnessing large number of returnee migrant workers affected by the devastating COVID-19 on 20th June, 2020. The Prime Minister announced that an amount of ₹ 50,000 crores would be spent for building durable rural infrastructure under the Garib Kalyan Rojgar Abhiyaan.

This Abhiyaan of 125 days, is being undertaken in mission mode, and involves focused implementation of 25 categories of works/ activities in 116 districts, each with a large concentration of returnee migrant workers in 6 states of Bihar, Uttar Pradesh, Madhya Pradesh, Rajasthan, Jharkhand and Odisha. Public works being undertaken during this campaign will have a resource envelope of ₹ 50,000 crores.

The Abhiyaan is a convergent effort between 12 different Ministries/Departments, namely; Rural Development, Panchayati Raj, Road Transport & Highways, Mines, Drinking Water & Sanitation, Environment, Railways, Petroleum & Natural Gas, New & Renewable Energy, Border Roads, Telecom and Agriculture, to expedite implementation of 25 public infrastructure works and works relating to augmentation of livelihood opportunities. ■

Indian Railways introduces Drone based Surveillance System for Railway Security

Drone surveillance technology has emerged as an important and cost effective tool for security surveillance over large areas with limited manpower. Mumbai Division of Central Railway in Indian Railways has recently procured two Ninja UAVs for better security and surveillance in Railway areas like station premises, Railway track sections, yards, workshops, etc.

A team of four staff of Railway Protection Force (RPF), Mumbai has been trained for drone flying, surveillance and maintenance. These drones are capable of Real Time Tracking, Video Streaming and may be operated on Automatic Fail Safe Mode.

RPF has planned extensive use of drones for the purpose of Railway security. 9 drones have been procured by RPF so far at a cost of ₹ 31.87 Lakhs at South Eastern Railway, Central Railway, Modern Coaching Factory, Raebareli and South Western Railway. It is further proposed to procure 17 more drones in future at a cost of ₹ 97.52 Lakhs. 19 RPF personnel have so far been trained in operation and maintenance of drones out of which 4 have received licenses for flying drones. 6 more RPF personnel are being trained.

- **The purpose of the drone deployment is to provide a force multiplier and aid to the effectiveness of the security personnel deployed**
- **Mumbai Division of Central Railway has recently procured two Ninja UAVs for better security and surveillance in Railway areas**
- **09 drones have been procured by RPF so far**

The purpose of the drone deployment is to provide a force multiplier and aid to the effectiveness of the security personnel deployed. It can help in inspection of Railway assets and safety of Yards, Workshops, car sheds etc. it can be used to launch surveillance on criminal and anti-social activities like gambling, throwing of garbage, hawking etc in Railway premises. It may be deployed for data collection. Analysis of such data collected may prove to be extremely useful in vulnerable sections for safe operations of trains.

The drone may be pressed in service at disaster sites for helping in rescue, recovery and restoration and coordinating of efforts of various agencies. It is very useful while undertaking mapping of railway asset to assess the encroachments on railway property. During large scale crowd management efforts, it may give vital inputs like crowd magnitude, probable time of arrival and dispersal based on which crowd regulation efforts may be planned and executed. Drones were used to enforce lockdown and monitor the movement of migrants during the COVID-19 lockdown.

A drone camera can cover large area which requires 8-10 RPF personnel. Thus, it may lead to substantial improvement in utilization of scarce manpower. Drone beats have been designed based on railway asset, sensitivity of area, activity of criminals etc. Drone acts as an "EYE IN THE SKY" and monitors the whole area. Any suspicious activity if noticed is intimated to the nearest RPF post of division to apprehend the criminal LIVE. One such criminal was apprehended on a real time basis in Wadibunder Yard area while he was trying to commit theft inside railway coach stationed in the yard. ■



On a Mission Mode, Railways Pulls Freight Traffic Ahead of Last Year's Level inspite of COVID 19 related challenges

On a mission mode, Indian Railways achieved a significant milestone of pulling freight traffic ahead of last year's level inspite of COVID 19 related challenges.

On 19 August 2020 the freight loading was 3.11 million tonnes which is higher than last year for the same date (2.97 million tonnes). On 19 August 2020 Indian Railways earned ₹306.1 Cr. from freight loading which is ₹5.28 Cr. higher than last year for the same date (300.82 Cr.).

In the Month of August 2020 till 19 August 2020 the total freight loading is 57.47 million tonnes which is higher than last year for the same period (53.65 million tonnes). In the Month of August 2020 till 19 August 2020 Indian Railways earned ₹5461.21 Cr. from freight loading which is ₹25.9 Cr. higher than last year for the same period (5435.31 Cr).

It may be noted that in line with Hon'ble Prime Minister's call to improve logistics in the country, Indian Railways has been making huge strides in increasing the speed and volume of goods carried. Indian Railways is going to promote Railways' freight service, making traders, businesses and suppliers aware of the benefits associated with transportation through Indian Railways.

- **On 27 July, 2020 the freight loading was 3.13 MT which is higher than last year for the same period**
- **Average speed of Freight Trains on 27 July, 2020 was more than double as compared to last year for the same period.**
- **In the month of July the average speed of freight trains was around double as compared to last year for the same month.**

Some benefits of Railway freight transportation includes :

- Economical transportation due to the subsidies provided
- Prompt and efficient delivery of goods
- Safe transportation, ensuring goods reach their destination without damage
- Environment-friendly method of transportation - will reduce the carbon footprint
- Introduction of a special train like Kisan Rail, accruing additional benefits to farmers and keeping perishables fresh for consumption
- These promotions can be done in collaboration with Industry Associations.



- Focus on how manufacturers and wholesalers will be benefitted as they will get their stock in time for Diwali
- Indian Railways will publicise direct contact numbers and website details which can be accessed by traders for transporting freight and thus enhancing their ease.
- Indian Railways can share human interest stories, highlighting how the common man is able to easily procure products for his daily needs and benefiting from the efficient services of Indian Railways.

Some of the major novel freight initiatives of Indian Railways are as follows:

- Business development Units set up at all three levels – Division, Zones, Railways Board
- Doubled the speed of freight trains from 23 to 46 kmph
- Time tabled parcel trains started from 30th March, 2020 – 20 pairs
- Opening up of export traffic to Bangladesh for Parcels and Containers - 10th July, 2020
- Opening up of Export traffic to Bangladesh for Automobiles – 12th August, 2020
- Kisan Rail introduced from Devlali (Nashik) to Danapur (Patna) – Multiple stoppages, Multiple commodities, Multiple parties-2 trips already run on 7th and 14th August, 2020
- Freight cargo express trains - Vyapaar Mala Express trains
- Tariff and Non tariff initiatives to make Rail transportation more attractive
- Good sheds being improved on a mission mode - 405 identified
- Pilot project launched with 'Department of Posts' to provide door-to-door service to customers. ■

pOem

THE MIGRANT WORKER

The migrant worker walked and walked day and night
He walked an unending path to reach his native hamlet
In the scorching heat, he walked hungry and exhausted
To join his kith and kin at his village at the farthest end.

The migrant worker had no work, no transport and no money
He set out to walk back home thousands of miles away
In the difficult days threatened by the mortal virus
To be with his dear and near ones in the moment of crisis.

Some were hit by the speedy vehicles and died on the spot
Some chose to walk along the railway tracks as a last resort
And were crushed under the wheels of the running trains
Many migrant workers lost their lives on the roads and rails.

The migrant worker is the replica of the helpless man
Affected by the invisible virus which has no medicine
The rich and the poor; the big and the small, are all infected
And in front of this tiny virus; man stands bewildered.

Whenever there are excesses; nature intervenes with an iron hand
And gives a breakdown for the sick hurry of mankind
Nature has not meant a superiority for man over other species
We are here to live on earth coexisting with other creatures.

Nature reacts in many ways; sometimes in the form of an epidemic
The world is in the hard grip of corona virus; it is a pandemic
Now is the time for an introspection and rethinking for a good future
By cordial coexistence and living in harmony with nature.

K.J. Thomas
Rtd. Station Master, TVC Division, SR

Indian Railways Creates 'POST COVID COACH' to Ensure Safer Journey





Rail Coach Factory, Kapurthala has designed a Post Covid Coach to fight COVID-19. Post Covid Coach is designed with handsfree amenities, copper-coated handrails latches, plasma air purification and titanium di-oxide coating.

Indian Railways has taken numerous steps and measures to prevent the spread of COVID-19 virus infection. Sustaining the ruthless fight against COVID-19, Indian Railways' production unit, Rail Coach Factory, Kapurthala, has developed a Post Covid Coach to fight Covid 19. This Post Covid Coach has design improvements in the coach like handsfree amenities, copper-coated handrails & latches, plasma air purification and titanium di-oxide coating for Covid free passenger journey.

Following are the salient features of the Post Covid Coach:

- **Handsfree amenities:** Post Covid Coach is having handsfree amenities like foot operated water tap & soap dispenser, foot operated lavatory door (outside), foot operated flush valve, foot operated latches in lavatory door, outside washbasin with foot operated water tap and soap dispenser and forearm operated handle on compartment door.
- **Copper-coated handrails & latches:** Post Covid Coach is equipped with copper-coated handrails & latches because copper degrades the virus landed on it within a few hours. Copper has anti microbial properties. When virus lands on copper, Ion blasts pathogen and destroy the DNA and RNA inside the virus.
- **Plasma air purification:** The Post Covid Coach is having provision of plasma air equipment in AC duct. This plasma air equipment will sterilize the air and surfaces inside the AC coach using ionised air to make the coach Covid-19 and particulate matter resistant. This provision will also improve the ion concentration from 100 ions/cm3 to more than 6000 ions/cm.
- **Titanium Di-oxide coating:** The Post Covid Coach is having Titanium Di-oxide coating in the coach. Nano structured Titanium Dioxide Coating functions as photoactive material. This is eco-friendly water-based coating that kills viruses, bacteria, mould, and fungal growth and most importantly enhances indoor air quality. It is non-toxic and approved by food testing laboratory of the United States Food & Drug Administration (FDA), CE certified. TiO2 is considered to be a safe substance and is harmless to humans. This Titanium Di-oxide coating applied on washbasins, lavatory, seats & berths, snack table, glass window, floor, virtually every surface that comes in human contact. Effective life of this coating is 12 months. ■





Indian Railways on Mission Mode of Becoming a 'Green Railway' by 2030 (Net Zero Carbon Emission)

Ministry of Railways, with a goal of transforming Indian Railways into Green Railways by 2030 has taken a number of major initiatives towards mitigation of global warming and combating climate change. Railway Electrification, improving energy efficiency of locomotives & trains and fixed installations, green certification for installations/stations, fitting bio toilets in coaches and switching to renewable sources of energy are parts of its strategy of achieving net zero carbon emission.

Indian Railways has completed electrification of more than 40,000 Route km (RKM) (63% of BG routes) in which 18,605 km electrification work has been done during 2014-20. Previously, only 3,835 km electrification work was completed during the period 2009-14. Indian Railways has fixed a target of electrification of 7000 RKM for the year 2020-21. All routes on BG network have been planned to be electrified by December 2023. Indian Railways is focusing on electrification of last mile connectivity & missing links. With this in mind 365 km major connectivity work has been commissioned during the COVID period.

Major connectivity commissioned during the COVID period like Katni-Satna section (99 RKM) of Mumbai-Howrah via Allahabad route has been commissioned providing an alternate route to Howrah. Likewise, Pachore-Maksi (88 RKM) section on Indore - Guna-Bina route has also been commissioned providing an alternate route to Maksi-Bhopal-Bina. On Howrah/Sealdah-SVD Katra via Patna route, Bhagalpur-Shivnarayanpur (45 RKM) section has been commissioned. On the route connecting Kariakal port to coal, fertilizer & steel plants of Tamil Nadu & Andhra Pradesh, Thiruvarur - Karaikal port (46 RKM) section has been commissioned providing port connectivity to Erode, Coimbatore & Palghat.

- **Electrification of all routes on Broad Gauge by December 2023**
- **Solar and wind energy to power the Railway electricity grid in a big way**
- **Indian Railways has completed electrification of more than 40,000 RKM (63% of BG routes)**
- **18,605 km electrification work has been done during 2014-20 compared to 3,835 km in 2009-14**
- **365 km major connectivity work has been commissioned even during COVID period**
- **100 MW of Solar plants have been commissioned on roof-tops of various buildings including 900 stations; 400 MW are under different stages of execution**
- **Indian Railway has 51,000 hectare of land potential of installing 20 GW land based solar plants**
- **One project of 1.7 MW at Bina in collaboration with BHEL has already been installed**
- **In the Wind Energy sector, 103 MW wind-based power plants have already been commissioned; planned to set up 200 MW wind energy plants in next 2 years in Tamil Nadu, Gujarat, Rajasthan and Karnataka**
- **100 per cent LED illumination of buildings and stations**
- **Total 505 pairs of trains have been converted to HOG, unleashing approx 70 million liter diesel/ ₹ 450 crore per annum potential of saving**
- **A total of 69,000 coaches have been fitted with 2,44,000 bio-toilets in Indian Railways**



Twitter (@PIB_India)

Indian Railways has also taken a number of initiatives to promote solar energy. Indian Railways is working to harness the potential of 500 Mega Watt (MW) energy through roof top Solar panels (Developer model). Till date, 100 Mega Watt (MW) of solar plants have been commissioned on roof-tops of various buildings including 900 stations. Solar plants with a combined capacity of 400 MW are under different stages of execution. Tenders are already awarded for 245 MW and target for completion of these plants is December 2022.

Besides, Indian Railways is trying to produce power from land Based Solar installations for running trains. Indian Railway has 51,000 hectare of land potential of installing 20 GW land based solar plants. The Solar power so generated will be fed to Central / State Grid or directly to 25 kV AC traction system. Railway Energy Management Company Limited (REMCL), a Joint Venture Company of Indian Railways (49 % Equity) and RITES Limited (51 % Equity), has been mandated for proliferation of taking up land based project. One project of 1.7 MW at Bina (Madhya Pradesh) in collaboration with

Bharat Heavy Electricals Limited (BHEL) has already been installed and is presently under extensive testing. This is the First of its kind of solar projects in the world. Initially for the Land Based Solar Projects, Indian Railways has taken up 3 GW Solar Project in three phases. In phase I tender has been floated under developer model on 29th April 2020 for 1.6 GW capacities in railway plots for open access states. In Phase II, 400 MW capacities in railway plots will be developed for non open access States under ownership model of REMCL (captive use). For this tender has floated on 16th June 2020. In Phase III 1 GW capacity in railway plots along the tracks under developer model will be installed for open access States for which tender has been floated on 1st July 2020.

In the wind energy sector, 103 MW wind-based power plants have already been commissioned. Among them, 26 MW is in Rajasthan (Jaisalmer), 21 MW is in Tamil Nadu and 56.4 MW is in Maharashtra (Sangli). Indian Railways has also planned to set up 200 MW wind energy plants in next 2 years in Tamil Nadu, Gujarat, Rajasthan and Karnataka.

Realizing its role in climate change Indian Railways has started other Green Initiatives like 100 per cent LED illumination of buildings and stations. Indian Railways has also acquired Green Certification from CIII to 7 Production Units (PUs), 39 Workshops, 6 Diesel sheds and 1 Stores depot. 14 Railway Stations and 21 other buildings/ campuses have also been Green certified. Other than this 215 Stations have been certified with Environment Management System (EMS)/ISO 14001.

Total 505 pairs of trains have been converted to Head on Generation(HOG), unleashing approx 70 million liter diesel/ ₹ 450 crore per annum potential of saving. Energy Efficiency Studies of all 8 Production Units & 12 workshops have been completed under MOU with CII resulting in 15% improvement in energy efficiency.
In the field of Green Initiatives a total of 69,000 coaches have been fitted with more than 2,44,000 bio-toilets in Indian Railways. ■

Ministry of Railways Invites 'Request for Qualifications' for Private Participation for Operation of Passenger Train Services over 109 Origin Destination Pairs of Routes

Ministry of Railways has invited Request for Qualifications (RFQ) for private participation for operation of passenger train services over 109 Origin Destination (OD) pairs of routes through introduction of 151 modern Trains (Rakes).

The 109 OD Pairs have been formed into 12 Clusters across the Indian Railway network. Each Train shall have a minimum of 16 coaches.

The project would entail private sector investment of about ₹ 30,000 crore. This is the first initiative of private investment for running Passenger Trains over Indian Railways network.

Majority of Trains are to be manufactured in India (Make in India). The private entity shall be responsible for financing, procuring, operation and maintenance of the trains.

Trains shall be designed for a maximum speed of 160 kmph. There would be a substantial reduction in journey time. The running time taken by a train shall be comparable to or faster than the fastest train of Indian Railways operating in the respective route.

The objective of this initiative is to introduce modern technology rolling stock with reduced maintenance, reduced transit time, boost job creation, provide enhanced safety, provide world class travel experience to passengers, and also reduce demand supply deficit in the passenger transportation sector.

The Concession Period for the project shall be 35 years. The Private Entity shall pay to Indian Railways fixed haulage charges, energy charges as per actual consumption and a share in Gross Revenue determined through a transparent bidding process.

These trains shall be operated by the Driver and Guard of Indian Railways.

The operation of the trains by the private entity shall conform to the key performance indicators like punctuality, reliability, upkeep of trains etc.

Operation and maintenance of the passenger trains would be governed by standards & specifications and requirements specified by Indian Railways. ■

- **The project would entail private sector investment of about ₹ 30,000 crore. This is the first initiative of private investment for running Passenger Trains over Indian Railways network**
- **The objective of this initiative is to introduce modern technology rolling stock with reduced maintenance, reduced transit time, boost job creation, provide enhanced safety, provide world class travel experience to passengers**
- **These 151 trains are in ADDITION to the existing trains**
- **These proposed Trains will run on the routes where the demand for trains is already higher than the existing capacity**
- **Ministry of Railways has invited Request for Qualifications(RFQ) for private participation for operation of passenger train services over 109 Origin Destination(OD) pairs of routes**
- **The project would entail private sector investment of about ₹ 30,000 crore**
- **The objective of this initiative is to introduce modern technology rolling stock with reduced maintenance, reduced transit time, boost job creation, provide enhanced safety, provide world class travel experience to passengers**
- **The driver and guard of the trains will be Railway officials. The safety clearance of trains will be done by Railways only**

HIGH VOLT ELECTRICALS PVT. LTD.



OUR RANGE OF TRANSFORMERS COVER :-

1. **Air Conditioned EMU, EMU & MEMU Transformers for Rolling Stock.**
2. **Advance 3-Phase & Conventional Locomotive Transformers.**
3. **Track Side Power & Booster Transformers.**
4. **LHB Coaches Transformers.**
5. **Instrument Transformers (Current, Potential Transformers upto 132 KV Class)**
6. **Power Transformers upto 50 MVA, 132 KV & Distribution Transformers upto 2 MVA, 33 KV Class**
7. **Furnace transformers upto 5 MVA, 10 KA.**
8. **Dry type Transformers upto 2 MVA, 33 KV Class.**
9. **Auto Transformers, Welding Transformers & Special purpose Transformers.**

CORPORATE OFFICE :-

502, Techno IT Park, Eksar, Link Road,
Near Eskay Resorts, Borivali (West),
Mumbai-400091, India.

Works :-

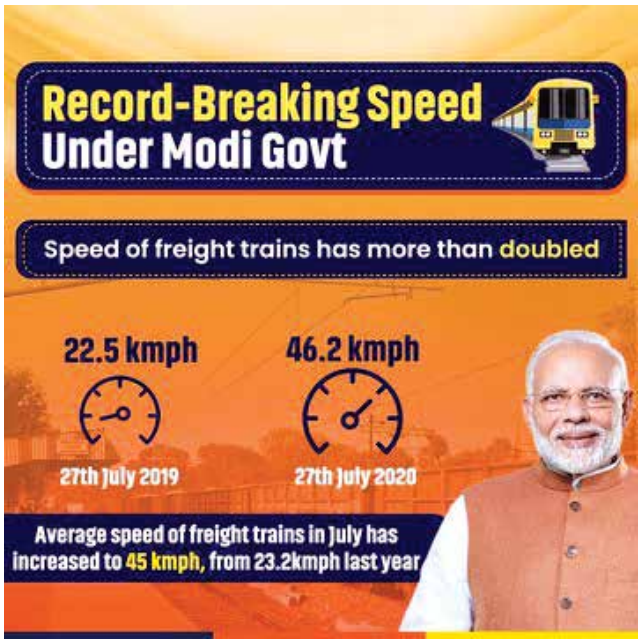
Unit-I
Plot No.-J-46/47, MIDC,
Tarapur Industrial Area, Boisar,
District Palghar-401 506,
Maharashtra.

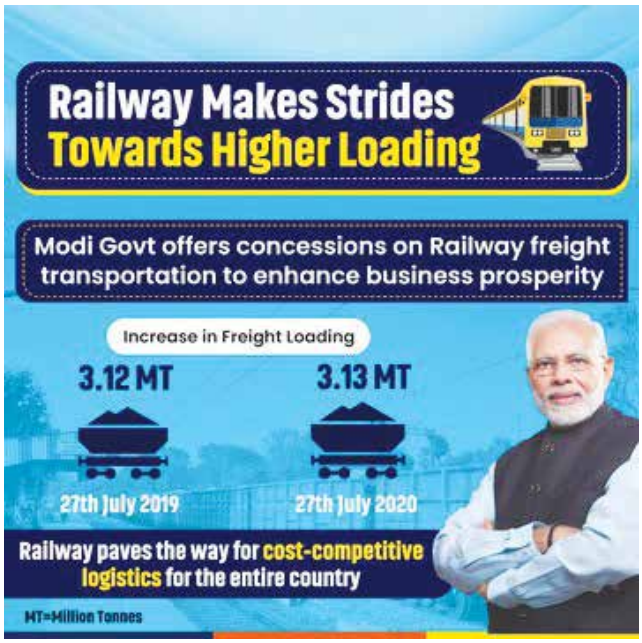
Unit-II
Plot No.-J-20, MIDC,
Tarapur Industrial Area, Boisar,
District Palghar-401 506,
Maharashtra.

▲ Phone : +91-9930668006 ▲ Email : info@highvolt.in

INFOGRAPHICS

Railways makes strides towards enhanced freight transportation. In pursuance of PM initiatives to make Railways 'Growth Engine of Indian Economy', Indian Railways becomes synonymous to prompt, efficient & economical freight transportation in India.





The Aatmanirbhar Bharat Abhiyan is helping India move towards self-reliance. Indian Railways has invited private companies to run 151 trains on 109 routes. This will boost - Job creation Reduced transit time Enhanced safety World-class facilities.



Shri Piyush Goyal held a meeting with Railway officials on 12 July, 2020 and reviewed the progress of Kevadia Rail Link Project. Encouraged the entire team to complete the work in a time-bound manner to further boost tourism activity at the Statue of Unity.



INFOGRAPHICS

Shri Piyush Goyal, Minister of Railways held a meeting on 1st September, 2020 with contractors, vendors & suppliers and discussed ways to expedite the progress of work on Dedicated Freight Corridor (DFC). DFC will play a critical role in augmenting goods transportation by making freight movement swifter and economical.



Shri Piyush Goyal, MR held a meeting on 2nd August, 2020 with Railway Board officials & reviewed implementation work of critical projects & deliberated ways to raise sectional speed & capacity of Railways. Also, reviewed technology upgradation work of Signalling & Overhead Equipment to ensure utmost passenger safety.



Running on Track: Boosting freight transportation, Railways has run 251 wagons with 4 trains combined together, totalling to 2.8 km, between Nagpur & Korba



Indian Railways is committed to provide modern and improved passenger amenities. A look of the renovated Platforms, Pathway with sunshed, access road and state-of-the-art IRCTC retiring rooms at Tiruchirapalli Junction.



Mass Rapid Transit System Corridor between Chennai Beach-Velachery, an integral part of Chennai suburban network, offers speedy & convenient travel experience to passengers



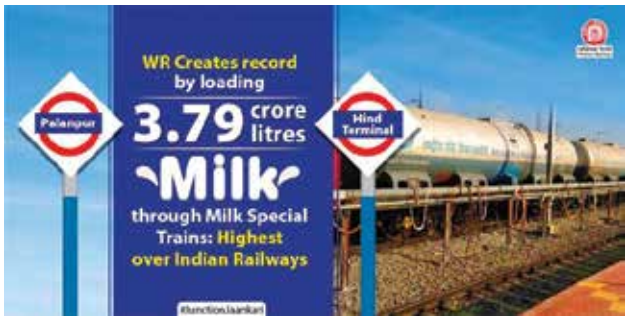
Keeping Wheels of Trade Rolling: Railways is at the forefront to help Indian products get exported. 5,400 MT of turmeric was exported to Bangladesh from Nizamabad in Telangana through Railways last week.



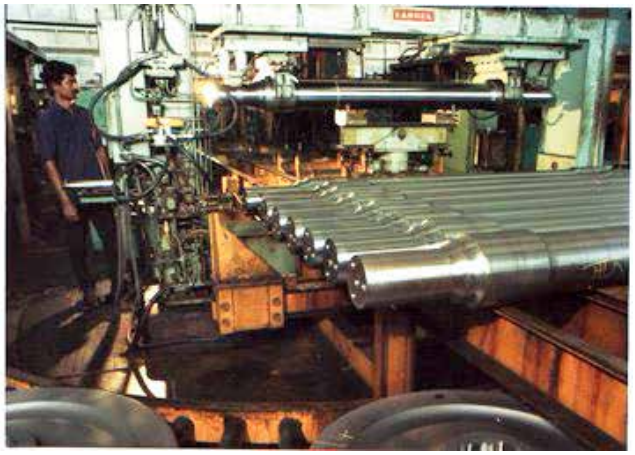
Chittaranjan Locomotive Works (CLW), a production unit of Indian Railways has turned out 31 electric locos in the month of July 2020, cumulative stands for 62 locos in this financial year.



Indian Railways loading 3.79 Crore litres milk through Milk Special Trains from Palanpur, Ahmedabad division to Hind Terminal (Palwal). During lockdown period, 51 milk special trains were run to ensure the supply of milk.



Despite prevailing situation of COVID-19 pandemic, Rail Wheel Factory manufactured 15582 wheels & 6480 axles in June'20, higher than 15295 wheels and 5020 axles of the same period last year.



Highest ever out-turn of LHB Coaches RCF Kapurthala has set milestone by turning out record 151 LHB coaches in July 2020. Three times of July 2019 production. Highest ever monthly LHB coach production since LHB Transfer Of Technology (TOT) in 2002.



India's first 'National Rail and Transportation Institute' (NRTI), Vadodara, focused on creating the next generation of leader for the transport sector.



Sunbeams make their way through lush green trees and dense fog to illuminate Ketti, an iconic railway station on the UNESCO listed Nilgiri Mountain Railway.

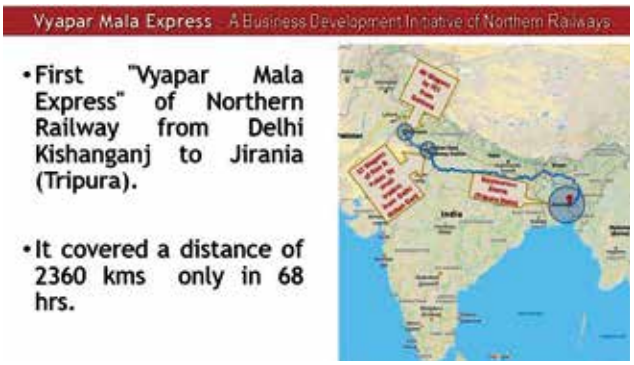


INFOGRAPHICS

Indian Railways has transported 63.1 lakh migrants through 4615 Shramik Special trains. Last Shramik Train ran on 9th July. Indian Railways will continue to run Shramik Trains whenever requisitioned by State Governments.



Indian Railways operated First 'Vyapar Mala Express' on August 4, 2020 from Delhi Kishanganj to Jirania(Tripura) covering a distance of 2360 kms only in 68 hrs. IR is providing Express Service for transportation of less than full train load cargo. A golden opportunity small & medium businessmen.



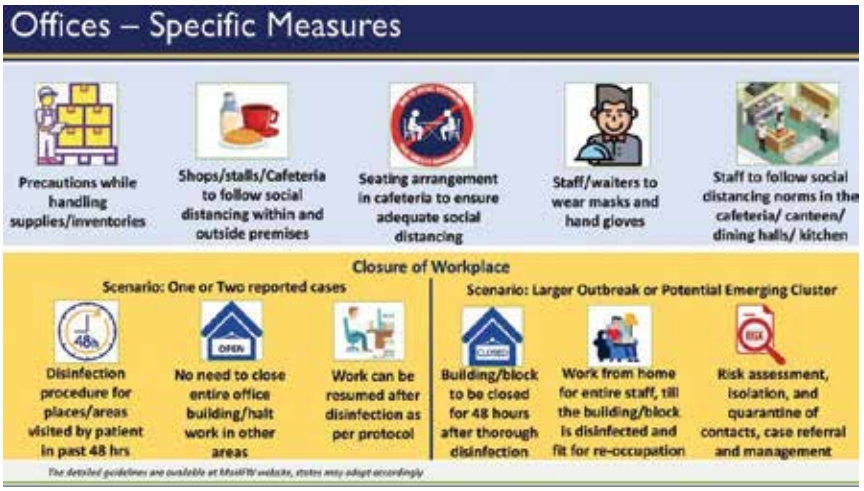
Indian Railways is committed to extend crucial support to agricultural sector! 621 KAMCO agricultural power tillers loaded in BCCNR rake were despatched from Palakkad (Kerala) to Guwahati (Assam) generating a revenue of ₹ 24 lakhs



IGBC (Indian green building council) has released the final review of IGBC Green Existing Building Accredition project. Rail Bhawan, which is a HQ of Ministry Of Railways, Govt. of India, has been awarded GOLD Rating.



Guidelines on Preventive Measures to Contain Spread of Covid-19



Offices – Specific Measures



Officers/staff residing in containment zone to inform supervisory officer and work from home



Staff/Drivers residing in containment zones should not be allowed to drive vehicles



Drivers to maintain social distancing and follow required do's and don'ts

(Disinfection of steering, door handles, keys using 1% sodium hypochlorite solution/ spray)



Avoid front-line work and take extra precaution for high risk employee

(older, pregnant employees and employees with underlying medical conditions)



Suspend issue of visitors/ temporary passes & screen permitted visitors properly



Video Conferencing for meetings



Staggering of office hours, lunch hours/coffee breaks



Valet parking operational

(Face covers/ masks & gloves for staff and disinfection of steering, door handles, keys)



Limited number of people in elevators



Ensure regular supply of hand sanitizers/ soap/ running water in washrooms

Guidelines with respect to preventive measures specific to offices have been issued by DoPT to be followed

Offices – Specific Measures



Mandatory sanitizer dispensers and thermal screening provisions at entrance



Only asymptomatic staff/ visitors allowed



Officer/visitors/ staff to be allowed entry only if wearing masks



Separate entry and exit for officers, staff and visitors



Specific markings with sufficient distance for queue management and social distancing norms



Proper Crowd Management in Parking Lots and outside the premises



Air-conditioning

(Temp of 24–30°C, Relative humidity of 40–70%, Intake of fresh air, Cross ventilation)



Posters/ standees/ AV media on COVID preventive measures displayed at all times



Effective and frequent sanitation *(esp. lavatories, drinking and hand/foot washing stations)*



Cleaning and regular disinfection

(using 1% sodium hypochlorite of frequently touched surfaces)



Safe Disposal of face covers/ masks/gloves

Protocol for attending to suspect or confirmed case



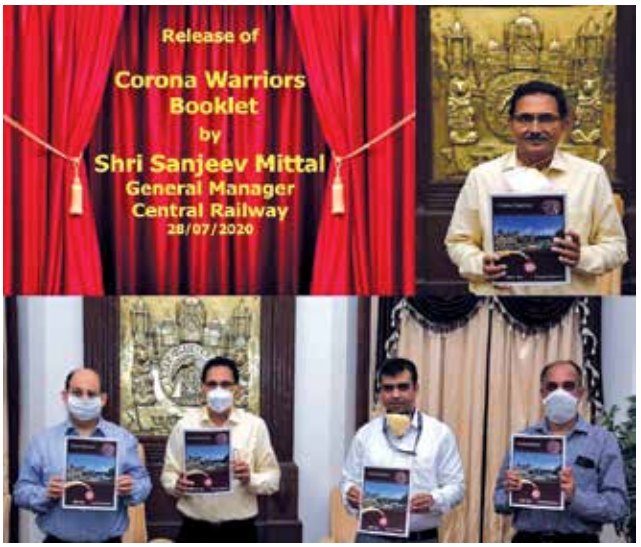
The detailed guidelines are available at MoHFW website, states may adopt accordingly

Central Railway : GM, CR Releases Booklet on Central Railway Corona Warriors

Shri Sanjeev Mittal, General Manager, Central Railway released a booklet on Corona Warriors of Central Railway at Chhatrapati Shivaji Maharaj Terminus Mumbai on 28.7.2020. Shri B.K. Dadabhoy, Additional General Manager, Shri Saket Mishra, Secretary to General Manager, Shri Shivaji Sutar, Chief Public Relations Officer, were present on the occasion. Principal Heads of the Departments and Divisional Railway Managers of Central Railway were present through video conferencing. Shri Mittal pressed a button to present the glimpses of the book through a presentation.

While speaking on the occasion, Shri Sanjeev Mittal said that the booklet is a small effort to portray the dedication, sincerity and the outstanding work done by the team of doctors, paramedics and corona warriors in their respective fields.

The booklet contains depiction of frontline staff and the staff working behind the scenes, their zeal, enthusiasm, and dedication towards duty. It also contains details of the silent warriors of covid lockdown, shramik specials, major infrastructure works carried out during lockdown and unlock period, freight and parcel services, graded restoration of passenger services, humane side of Central Railway i.e. distribution of free food to the needy persons, grocery kits, masks, sanitizer distribution by Central Railway Women's Welfare Organisation, and in individual capacity by railway staff and their family members and coverage in the media. ■



Central Railway RPF Intensifies Campaign Against Touts

Railway Protection Force (RPF) of Central Railway intensified the campaign against touts to counter the menace of touting of Railway reservation tickets. Railways has started 15 pairs of AC Special trains from 12th May, 2020 and subsequently announced 100 pairs of selected special mail/express trains w.e.f. 1st June 2020; complaints had started pouring in regarding touting of e-tickets using multiple personal IDs and cornering reserved berths in these special trains.

In its campaign against touts, the Central Railway RPF team conducted raids based on the data received from cyber cell and other inputs, at different locations on all divisions of Central Railway, especially in the premises of private travel agencies. In these raids in all 44 touts were apprehended, confiscating 479 live e-tickets worth ₹ 8,62,191 during this lockdown period and phased unlock period.

So far, during this lockdown and unlock period the Central Railway RPF team apprehended 22 touts on Mumbai Division confiscating 328 live e-tickets worth ₹ 6,09,298 along with other materials used for e-tickets. A case has been registered against them under section 143 of Railways Act.

Apart from this, Central Railway RPF team stood as the frontline corona warrior in every aspect of railway's social outreach during this COVID19 pandemic, safeguarded the railway assets, regulated the entry of shramiks inside railway premises and platform, distributed food packets to the stranded passengers of shramik specials, made innovative face masks for staff working in the field preventing them from the infection of coronavirus, rescued children and reunited them with their families, helped senior citizens or handicap passengers in boarding the train, helped pregnant women on board by arranging timely medical assistance, and keept a check on criminals seizing narcotic drugs, mobile phones stolen on board etc. ■



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CR Loads 22.28 Million Tonne Freight through 4.25 lakh Wagons during 165 Days of Lockdown and Unlock Period

Over 1.60 lakh wagons of coal loaded to ensure uninterrupted power supply

In order to ensure the timely delivery of freight vital for the energy & infrastructure sector, Railways has maintained its goods trains fully functional in spite of the COVID19 lockdown and unlock. To meet the needs of the industry, Central Railway transported 22.286 million tonnes of freight successfully in 165 days from 23rd March 2020 to 03rd September 2020.

In terms of wagon loads it turns out 4,24,931 wagons i.e. in the 165 days from 23.3.2020 to 03.09.2020, Central Railway loaded 8,899 goods trains carrying coal, food grains, sugar, petroleum products, fertilizers, containers, iron and steel, cement, onions and other miscellaneous goods. During this period on an average 2,575 wagons of freight have been loaded daily.

Central Railway loads 1,60,002 wagons of coal to various power plants to ensure uninterrupted supply of electricity. 2,634 wagons of food grains, 2,213 wagons of sugar, 19,921 wagons of fertilizers and 6,192 wagons of onions for the benefit of farmers; 42,029 wagons of petroleum products; 11,297 wagons of iron and steel; 27,301 wagons of cement, 1,32,105 container wagons and about 21,237 wagons of de-oiled cake and miscellaneous goods were also loaded.

Railway staff are working at various good sheds, stations and control offices on a 24x7 basis to ensure that the supply of freight does not get affected. Loco pilots, guards are efficiently running the trains. Key maintenance staff of track, signalling, overhead equipment, locomotives, coaches and wagons are maintaining the infrastructure in good fettle to ensure smooth running of trains. They are the corona warriors at the field level keeping the supply chain intact. ■

Central Railway School Kalyan tops Interschool Online Competitions Spectrum 2020

Central railway school also excels in 10th and 12th CBSE board exams

Central Railway Secondary School and Jr. College, Kalyan topped the Interschool Online Competitions by winning 7 prizes in various competitions for different age groups. Central Board of Secondary Education (CBSE) under the Hub of Learning initiative conducted a programme titled "Spectrum 2020" among affiliated schools of Mumbai region. This initiative of CBSE was targeted to make students interactive and aware of the COVID19 pandemic and create awareness amongst citizens while showcasing their creativity

These competitions were hosted by a lead school DAV Public School, Airoli among CBSE schools of Mumbai region. Under these online competitions of painting, poster making, recitation, essay writing and musical videos for different age group were held. Central Railway School has won seven prizes to top the event along with DAV Public School, Airoli.

The prizes were won by Rachna Shrivastava first in Poster Making, Roshni Shrivastava First in Umbrella Painting, Divya Potti and Aryan Gawali second in Umbrella Painting, Spandan Bole second in Essay Writing, Shambavi Yadav third in Essay writing and Jyoti Shrivastava second in Recitation competition.

In recently declared results of 10th and 12th CBSE board exams, Central Railway School children excelled and brought laurels to the school. Master Sanchit Jadhav, son of Shri Goutam Jadhav a GRP staff topped in the school securing 97.6% marks in 10th CBSE board exams of 2020. Similarly, Master Mohammad Rabey, Son of Shri Rubab Zakaria, a Sr. Engineer at Kalyan topped in the school securing 94% of marks in 12th CBSE board exams 2020. ■

CR Launches an App on Indian Railways Online Training



In its first Permanent Negotiating Machinery (PNM) Meeting on Virtual Platform, Central Railway launched an app on Indian Railway Online Training.

Shri Sanjeev Mittal, General Manager, Central Railway addressed the first Permanent Negotiating Machinery (PNM) Meeting on virtual platform from Chhatrapati Shivaji Maharaj Terminus Mumbai on 24.7.2020. Shri B.K. Dadabhoy, Additional General Manager and Vice Chairman of PNM has also joined through virtual platform. Dr. A.K. Sinha, Principal Chief Personnel Officer, Central Railway conducted this PNM with the recognised union. Principal Heads of Departments of Central Railway and all Divisional Railway Managers with their respective Personnel branch heads also attended the virtual meeting.

Earlier Shri Sanjeev Mittal, inaugurated an app "Indian Railway Online Training" through e-curtain. A presentation on the android app and Rail Parivar Dekh Rekh Muhim was also given.

Around 540 books, study materials and 100 videos, important website links have been uploaded and Human Resource Management System (HRMS) link is provided where HR digitalisation is available. The website link is www.irot.in where the viewer can attend online lectures on various topics. ■

General Manager, Central Railway Inspects WAG-12 Locomotive at CSMT

Shri Sanjeev Mittal, General Manager, Central Railway inspected the latest WAG-12 Locomotive at Chhatrapati Shivaji Maharaj Terminus on 18.08.2020. On this occasion, Shri S.P. Vavre, Principal Chief Electrical Engineer, Shri D.K. Singh, Principal Chief Operations Manager, Shri Shalabh Goel, Divisional Railway Manager, Mumbai Division, Central Railway and other officials were present. Shri Mittal was shown working of this high-powered twin section locomotive by Shri S.P. Vavre, taking him inside the locomotive.

Salient features of WAG 12B Electric Locomotive is as under:

- Highest powered locomotive running on Indian Railways
- Enable faster and safer movement of heavier freight trains
- Equipped with state-of-the-art Insulated Gate Bipolar Transistors (IGBT) based propulsion technology
- Capable of working on tracks with conventional OHE lines as well as on high rise OHE lines.
- The electric loco makes use of low voltage cables as well as, it has LED lamps, making it a 'green loco'. The locomotive can withstand India's extreme heat and humidity as well.
- Lead to considerable savings in energy consumption due to regenerative braking.
- This project has a strong impetus on indigenous manufacturing under the 'Make In India' initiative.
- Will help to decongest the saturated tracks by improving average speed and loading capacity of freight trains.
- The locomotives are being built in India's largest integrated greenfield manufacturing facility at Madhepura.

Central Railway's strategic advantage of WAG-12B operation

In comparison to the 5500 tonne load capacity of WAG9/WAG7, it can haul 10000 tonne capacity and increase average speed of goods traffic in predominantly graded sections over their undulated terrains. This will enable the reduction of overall running time of goods trains. ■



General Manager, East Coast Railway Inaugurates Cyber Cell at ECoR Headquarter, Bhubaneswar

With a view to collect digital evidence and use cyber investigative techniques, RPF Cyber Cell of ECoR was inaugurated by the General Manager/East Coast Railway, Sri Vidya Bhushan in the presence of Senior officers of the Railway. High end Hardware and software have been procured and installed. Highly trained RPF personnel have been deployed in this cell.

GM/ECoR , Sri Vidya Bhushan informed that the cyber cell will certainly help in better detection and prosecution of the ever increasing white collar crimes that involve hi-tech technologies and IT systems. He also emphasized on more technological training to the security personnel to tackle the increasing online fraud cases.

The Cyber Cell will be useful in detection of unscrupulous persons cornering reserved berths in advance, by passing the process of reservation using unauthorized software/ applications. These persons sell tickets to the needy passengers at exorbitantly high price. This cell will also help in tracking criminals who run away after committing the crime in Railway premises such as theft of railway property, dashing of level crossing gates etc.

The data on crimes such as crime against women and children, narcotics, smuggling of forest products in Railway Stations, trains and premises etc. will be shared with other law enforcement agencies too. Such initiative is certainly going to help in creating an environment of reduction of crimes in Railways for more secured journey for its passengers and better protection of Railway Property. ■



Business Development Units by East Coast Railway to Facilitate Rail Freight Customers and Increase Freight Traffic

As directed by the Railway Board, Business Development Units (BDUs) have been setup in East Coast Railway, both at Zonal and Divisional levels, to bring Railways closer to industry and trade in order to increase Railway's share in the transportation needs of various sectors, including non-bulk goods traffic.



The BDU set up at zonal level by General Manager, East Coast Railway, Shri Vidya Bhushan, will be a 4 member unit comprising of Chief Freight Transportation Manager, Shri Sanjay Mishra as convener; Chief Commercial Manager (Freight Services), Shri P.C. Sahoo; Chief Rolling Stock Engineer (Freight), Shri S.P. Singh; and Financial Advisor & Chief Accounts Officer, Shri B. K. Mishra, as members.

Similar BDUs have also been formed in all the three Divisions of ECoR at Khurda Road, Visakhapatnam and Sambalpur, comprising the Branch Officer members from relevant fields, i.e. from Operating, Commercial, Mechanical and Finance Departments and coordinated by Sr. Divisional Operations Managers.

BDUs will have frequent interaction with trade and industries to know about the existing transportation patterns and also to attract more traffic to Railways. It will facilitate industry, trade representatives and rail freight customers to get in touch with the Railways at appropriate zonal and divisional levels. These BDUs will serve as a nodal point for expeditious clearance of their proposals for freight movement, which will benefit both the customers and the Railways.

- **Senior Administrative Grade (SAG) level Officers from Operating, Commercial, Finance & Mechanical Departments, coordinated by Chief Freight Transportation Manager (CFTM) at Zonal Level.**
- **Junior Administrative Grade (JAG) level Officers from Operating, Commercial, Finance & Mechanical Departments coordinated by Sr. Divisional Operations Manager (Sr.DOM) at Divisional Level.**
- **These Units will interact with trade & industries to attract freight transportation, those are being moved on road.**

Attracting new traffic

BDUs will interact frequently with the customers and industries and explore ways to increase miscellaneous non-bulk goods traffic, along with strengthening Railway's share in traditional commodities being carried at present. Any proposal received, shall be promptly analyzed and developed and immediate assistance will be sought from Zonal Railways and Railway Board, if required. This Unit will focus to meet Indian Railway's target of doubling the freight traffic by 2024. ■

2211 LHB Coaches Converted and Successfully Running on 'Head on Generation' System over Northern Railway

In an attempt to make India self-reliant, Northern Railway has been converting its LHB coaches to the HOG system in-house. Shri Rajiv Chaudhry, General Manager Northern and North Central Railways shared that NR has converted 2211 out of its holding of 2231 LHB coaches into Head On Generation" (HOG) system. These coaches are successfully running as rakes of several Premium and Mail Express trains which include Shatabdi, Rajdhani, Humsafar and AC Express trains. This has resulted in a total saving of 1.3 Crore litre Diesel costing about ₹ 92.5 Crore.

Back Ground: Linke Hofmann Busch (LHB) Air Conditioned coaches are the passenger coaches being used on several premium and mail express trains of Indian Railways. These, unlike Integral Coach Factory (ICF) coaches, need uninterrupted power supply to meet the electric load of air conditioning, lights, fans, charging points and pantry needs, collectively called "Hotel Load". For this purpose, End on Generation system is used in the form of Generator in Power Cars attached mostly at the two ends of the rake.

With the technological up-gradation and continuous advancements in the field of power electronics, control system and power supply systems, Indian Railways is adopting an energy efficient power supply system for coaches referred as the 'Head On Generation'. In this scheme, power is fed from the electric locomotive to the train to cater for the 'Hotel Load' of the train instead of the power cars.

This system is environment friendly, economical and advantageous in operation. It is more reliable with lesser chances of failure during train operations due to equipment failures. It is cost effective and will earn additional revenue for the Railways by replacing the power cars with passenger coaches. There is no use of Diesel for power generation; hence, there is no air pollution due to burning of the fossil fuel, also the high decibel noise emanated by the power cars has been eliminated. Indian Railways, an established Green mode of Transportation, has been earning 'Carbon Credits' by further reducing its carbon footprint by adopting such eco-friendly technologies. ■

Northern Railway : Safety, Maintenance of Tracks, Dealing with Covid-19, Increasing Speed in Sections and Improving Amenities at Stations Discussed

Shri Rajiv Chaudhry, General Manager Northern & North Central Railways held a performance review meeting with the departmental heads of Northern Railway through video conferencing from Baroda House, NR headquarter office in New Delhi. He discussed the on-going efforts of the various departments in maintaining and enhancing the infrastructure and assets of the zone. As normal train operations have not been resumed yet, Northern Railway is focusing to work on improving the safety issues, maintenance and monitoring of rail tracks especially as the monsoon season is on, efforts to increase speed in sections, improving amenities on stations and steps to prevent spread of coronavirus in the Railway fraternity.

Safety has been the prime focus over Indian Railways bringing down accidents to a minimum level over the years. Efforts put in by the 5 Divisions of Northern Railway to further improve safety were discussed in detail in the meeting. The GM advised that all laid down procedures of train operations, maintenance of assets both permanent way and rolling stock should be immaculate. He also reiterated on regularly sensitizing and training the staff involved to prevent mishaps due to human errors. He also advised the track maintainers to be extra vigilant and responsive to inundation of tracks due to heavy rains. The covering of rail lines with water and sludge during the monsoon poses difficulty in train operations. He also emphasized on timely de-stressing of tracks i.e. before the start of winter and summer seasons to prevent rail fractures and distortions.

Northern Railways is putting in efforts to increase speed of trains over the zone to save on time. In this regard sections have been identified where the speed can be improved. Full load speed trials are on. The target is to increase the speed in between 100-130 kmph of passenger trains in these sections.

To improve amenities at Railway stations the zonal railway is concentrating on providing renewed infrastructure. Many permanent structures like foot-over-bridges needed replacement. The works could not be undertaken earlier due heavy train traffic or presence of other important structures in the vicinity on the busy routes. During the lockdown and beyond, 13 worn out structures which mainly constitute foot over bridges have been replaced in Delhi Division.

The spread of the Coronavirus disease is still a major threat to humanity. Northern Railway has been earnestly following all procedures laid by the Ministry of Health while at work in its premises. The tertiary care Hospital NRCH had been converted to a Covid Hospital and 503 Isolation coaches had been placed at 9 stations in Delhi area for use as Covid care centre by the Delhi Government. Patients continue to arrive at Shakurbasti Covid care centre. All the Northern Railway employees were tested by the Rapid Antigen testing for novel coronavirus disease in their offices by railway medical teams. A very small fraction has been found to be positive.



The General Manager also advised that the disease will continue to disturb us till a suitable vaccine is found. Our vigilance and Covid conducive behavior will keep all of us safe and away from the disease. ■

Northern Railway Runs First Ever 'Vyapar Mala' Express Train

Railways has been focusing on closer ties with the industry and trade to further strengthen its freight sector. For this purpose dedicated Business Development Units have been set up at the Zonal and Division levels. These units facilitate in taking care of the transportation needs of various sectors providing them with convenient and hassle-free service.

General Manager Northern & North Central Railways, Shri Rajiv Chaudhry shared that Northern Railway has loaded and run first ever 'Vyapar Mala' (Garland) Express Train on 1 August, 2020. This train destined for Jirania in Tripura state has 46 BCNHL covered wagons. Wheat was loaded in 34 wagons at Guniana station of Firozpur division by FCI and in the remaining Rice and Pulses have been loaded at Delhi Kishanganj station of Delhi division in piecemeal.

Railways has earned ₹ 94,32,252 from this Garland Express train. This is an express service where piecemeal stock will reach its destination in a shorter time. The train departed from Delhi Kishanganj at 8.50 a.m. for Jirania. It will cover a distance of 2673Km from Punjab to Tripura. The movement of the train will be constantly monitored with no delays enroute to ensure its timely arrival at Jirania.

This initiative is first of its kind in Northern Railways. It will help small traders in moving their cargo through Railways, a time saving, cost effective, convenient and environment friendly mode of transportation. ■

Northern Railway Refund Office Conferred with ISO 9001-2015 Certification for Quality Management Services

Northern Railway's Refund office has now been conferred with ISO 9001-2015 Certification for Quality Management Services.

Refund office is the first office in Commercial organization of Indian Railways, to get this prestigious certification, which demonstrates the commitment of Northern Railways towards its customer centric approach.

Northern Railway Claims Office has embarked upon a slew of process and system reforms in order to achieve its mission of expeditious settlement of the refund cases.

During the pandemic when there was a complete lockdown, Northern Railway faced an unprecedented challenge of ticket refund on account of cancellation of trains en-bloc. During this time, the system reforms had gone a long way and Northern Railway settled the refund cases even during the pandemic, while the staff worked from home.

Northern Railway Refund Office functions to grant refund of fare (E-Ticket & PRS Ticket) in accordance with the guidelines, instructions and policies issued by Ministry of Railways. The office is committed towards the Citizen Charter issued by Ministry of Railways as a declaration of commitment towards passengers delight.

Adoption of the IT enabled processes has led to major transformation in the working. The manual processes have now been done away with computerized paperless working. Processes of Refund Office have been standardized to make them more efficient ultimately resulting into increased customer satisfaction. The average disposal time in Refund Office has been reduced from 15-20 days to 3-4 days only. Passenger grievances are now being disposed-off within shortest possible time of 2-3 hours. ■



Safety, Mobility Enhancement Initiatives, Freight, Punctuality and Infrastructure Fortification Works Discussed

Shri Rajiv Chaudhry, General Manager Northern & North Central Railways held a performance review meeting with the departmental heads of Northern Railway through video conferencing from Baroda House, NR headquarter office in New Delhi.

He discussed the zonal railway's accomplishments and the issues during the covid-19 lockdown and post lockdown period. As the train operation was minimal during the period, all Departments and Divisions used this window period to focus on safety, maintenance of Track, Electrical, S&T and Rolling stock holdings. Other infrastructures enhancing activities were also undertaken in spite of staff and labour crunch.

In total 36,440 Km railway track over the zone was inspected. 568 level crossings were overhauled or repaired and 46 Km track renewal was done. Sectional speed of 5 sections totaling 392 km has been enhanced. 94 lakh tonne of commodities including food grains were dispatched from the northern states. The punctuality percentage of timely running of trains rose to 94.22 which is 100 percent now. No accidents were encountered during this period. Major infrastructure maintenance drives involving electrical, signal & telecommunication and rolling stock were also undertaken. The assets were put to innovative uses like conversion of coaches to isolation wards, in-house production of PPE kits, masks and hand sanitizers.

Expressing deep appreciation of the stellar performance of NR in helping the nation in these testing times, Sh. Chaudhary said the war against the disease is far from over. The Railways has always been a catalyst of India's economic growth, we need to put in all efforts to help our country overcome the disease and the spin-off economic crisis. Northern Railways is well prepared to commence normal train operations as the situation in the country improves. ■

North Central Railway : In a first of its Kind Initiative Contactless Ticket Checking Implemented at Prayagraj Junction

Innovative concepts are being tried out for efficient handling of passengers with proper social distancing and minimal physical contact. One such system for automatic QR code based ticket scanning has already been implemented at Prayagraj Jn. station of North Central Railway since 1 June, 2020. 30 AC special trains from 12 May, 2020 and 200 special trains from 1 June, 2020 have been started of which 26 AC special and 100 other special trains have stoppage at different stations



over NCR including 02 originating specials between Prayagraj-New Delhi and Kanpur-New Delhi. In the wake of Covid-19, elaborate social distancing and hygiene arrangements have been made at all stations handling these trains and originating trains of North Central Railway.

In a novel & first experiment of its kind, Airport like boarding facility has been introduced at Prayagraj junction station of North Central Railway. Passengers arriving at the junction station are first taken to boarding hall where four new check-in counters have been made. These check-in counters are fully contactless keeping in view the safety of our esteemed passengers due to COVID crisis. In each glass separated counter two-way display TFT monitors are installed one side of which faces the passengers and other side is towards the checking staff. For scanning tickets and passenger identity particulars, a webcam on passenger side has been provided which is connected to the computer available with ticket checking staff. The PNR of passenger is checked either through capturing particulars through web cam or through already introduced QR code scanning system. For communication between passenger and ticket checking staff, microphone and speakers are provided on both sides physically separated through glass partition wall of the counter. After confirmation of passenger identity and ticket checking a boarding pass containing requisite details like name, PNR number, coach and berth number is printed through a printer provided on the passenger side. This boarding pass authorises passenger to enter the station premises and inside the train, however, ticket and identity card should be available with the passenger. The on board ticket checking staff is also aware of the status of passengers who have checked in before through an auto updation software installed in a tablet.

This technology not only ensures contactless ticket checking to safeguard passengers and railway staff but also helps in identifying vacant berths in a train which are then relayed to the next station for better availability of berth to passengers. Thermal scanning process is also being integrated to this system to make it comprehensive and single check point for passenger for entry in the station. GM North Central and Northern Railway Sri Rajiv Chaudhry who has been the guiding force in development of this system, complimented the team of Prayagraj division for its successful implementation. DRM Prayagraj Sri Amitabha, Sr DCM Sri Anhoo Pandey and divisional team are working on further refining the system for its proliferation to other stations over North Central Railway. ■

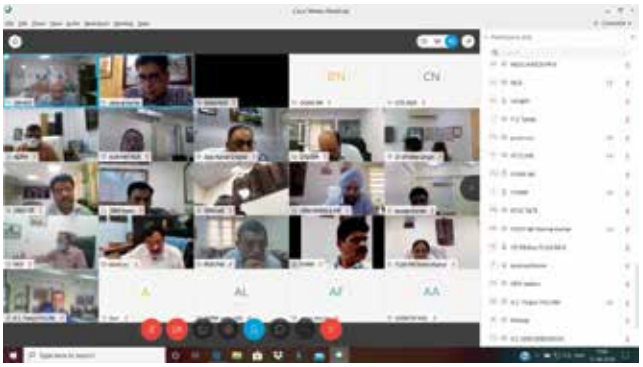
Freight Customers Meet Organised on North Central Railway

On 26 June, 2020 a freight customer meet was organised by North Central Railway and Chaired by GM NCR & NR Shri Rajiv Chaudhry. This meeting organised through video conference was attended by all leading freight loading industries on NCR territory along with PCOM NCR Shri Ravi Valluri, PCCM NCR Shri M N Ojha, PCME NCR Shri Kundan Kumar, PFA NCR Shri Ajay Mathur, PCE NCR Shri Shrad Mehta, PCSTE NCR Shri Arun Kumar CCM FM NCR Smt. Anu Mani Tripathi, CFTM NCR Shri P K Ojha, Dy CCM Frt NCR Shri Jitendra Kumar besides Sr DOMs, Sr DCMs and Dy CTM from divisions.

Meeting was held with a view to improve facilities for loading and unloading and to find out ways and means to increase loading. Meeting was attended by representatives of all leading industries under NCR jurisdiction like IOCL /Baad, HTPR/Rasoolpur, DCPG/Paricha, MJC/Chunar, KLPL/Panki, Ultratech cement & power house, CONCOR etc. besides Chamber of Commerce representatives from Prayagraj and Kanpur.

CCM FM NCR Smt. Anu Mani Tripathi welcomed all participants in the meeting and informed about the salient points of the new policy of Indian Railways for increasing freight loading. CCM NCR Shri M N Ojha said that NCR has taken many steps and cooperation from industry side is needed to make up for the shortfall in freight loading due to Covid-19.

In his address to participants, General Manger Shri Rajiv Chaudhry said that Railways is making all possible efforts to stimulate growth of the country's economy through sustained loading and freight train operations. He also informed that for meeting small and medium loading needs time tabled parcel services are being operationalized. He called upon industries to suggest ways and means to increase loading and advised NCR official for speedy disposal of all issues and grievances of freight loading industries. ■



Shri Rajiv Chaudhry meeting with major fright loaders organised through video Conference

Safety, Maintenance of Railway Assets, Mission Raftaar and Challenges in Train Operations during Heavy Rains and Production of PPE kits Discussed

Shri Rajiv Chaudhry, General Manager Northern & North Central Railways held a performance review meeting with the departmental heads of Northern Railway through video conferencing. The GM emphasized that Safety is the main concern over Railways, for which all out efforts should be directed towards maintaining the tracks, rolling stock, signaling and electric overhead wires in top order. He advised the departments to regularly conduct training and refresher courses for the staff to keep them motivated and informed of the working of the system to minimize human error.

Talking on increasing the speed of trains to 160 Kmph over NR in future, GM called upon the concerned departmental Head to propose action plans for this purpose. He also advised the concerned departments to expedite the ongoing works for enhancing the speed of passenger trains over the zone upto 130 Kmph under project Raftaar.

Taking forward the Fit India Movement, GM called upon all the employees of Northern Railway and their families to include some form of physical activity or sports in their everyday life. This will keep them healthy, increase stamina & alertness and boost immunity to fight infections. ■

Izzatnagar Division of North Eastern Railway Loads TATA Ace Mini Trucks for Bangladesh

Izzatnagar Division of North Eastern Railway have transported 51 TATA Ace, Mini-Trucks from Haldi Road station to Benapole station of Bangladesh for the first time on July 27, 2020. Traditionally these TATA Ace Cargo were being sent to Bangladesh by road transport.

It is the result of aggressive marketing strategies and concerted effort of Business Development Unit team of Izzatnagar division. The first consignment of 51 trucks of TATA Ace has been loaded and dispatched from Haldi Road station of Izzatnagar division to Benapole station of Bangladesh. Railway earned a revenue of ₹ 14,21,030/- from this goods traffic. This trade will strengthen the economic relations with Bangladesh.

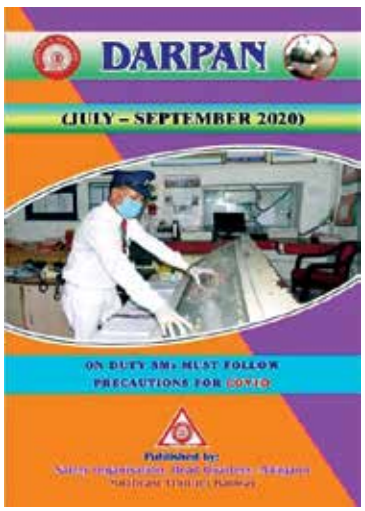
The railway is providing safe and fast transportation of goods in a manner that is more environment friendly as compared to roadways. Railway services are encouraging traders and businesses to transport logistics by railway owing to low transportation cost. ■



Northeast Frontier Railway : Digital Version of Safety Bulletin 'DARPAN' released

The 2nd quarterly issue of the Safety Bulletin of NFR named 'DARPAN' was released on 1st July, 2020. Unlike earlier occasions, this time the bulletin was released on Digital version in view of the COVID-19 pandemic scenario. Presently digital version is being circulated amongst employees; however, later on, once the situation normalizes, printed version will also be distributed to specific employees.

This quarterly Safety Bulletin which consists of about 40 multicolour pages is an endeavor of the Safety Organization of NFR to keep the on-duty field staff of various departments aware of various new guidelines, instructions, and modifications concerning the safe movement of trains. New circulars and instructions issued by the Railway Board or Zonal railway HQ are incorporated in the bulletin with explanations for information. With the help of such latest instructions, field staffs are in a much better position to ensure safe train movement. This regular update of information in the form of a quarterly magazine helps those employees of departments like Mechanical, Operating, Signal & Telecom, Engineering, Electrical and Commercial, etc who are directly related to safe train movement.



It may be mentioned here that the Safety Organization of NFR led by the Principal Chief Safety Officer Shri Manoj Kumar Agrawal is leaving no stone unturned to ensure safety. Surprise night inspections are also being undertaken in various locations even during the lock-down period to check alertness. This has become necessary as, despite the pandemic situation, NFR is running freight, parcel, and passenger special trains on a 24 x 7 basis. ■

Automatic Smoke Detection and Fire Suppression System and Thermal Imager Camera Installed to Scrutinize Passenger Coaches



Smoke detection and fire suppression system installed in NFR train coaches

NFR has taken many innovative initiatives to further enhance the safety of passenger carrying trains. In recent years there were some incidents when the fire broke out from either Pantry car or generator car of passenger trains causing damages. Such fire has the potential of causing loss of human life if not noticed and extinguished timely.

In N. F. Railway there are 180 Power Cars and Pantry cars. These Power Cars and Pantry cars of the modern LHB rakes have a potential risk of fire in running trains due to their inherent use. Generator cars carry a high quantity of diesel oil which has fire hazards associated with it. So a need was felt to control fire in case it breaks out. If a fire breaks out in Power car/Pantry Car due to any reason, there must be a system to control it immediately with suitable smoke/fire detection and suppression system.

Automatic fire detection and suppression systems are being installed in the power cars and pantry cars to address the issue of any fire hazard and provide enhanced safety to passengers.

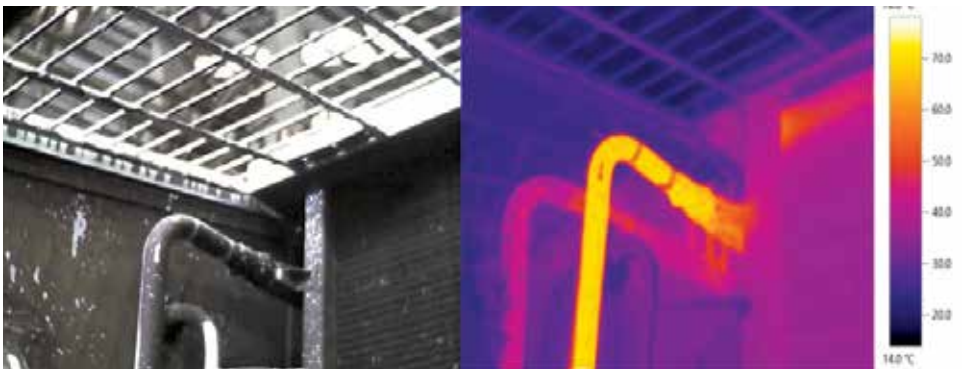
This system is designed for early detection of smoke and fire and is capable of detecting all size of smoke particles, thus protecting the entire passenger area, electrical panels, lavatory, doorway and gangway area including kitchen, generator rooms (in case of power cars) etc. Upon detection of fire, the system suppresses the fire by ensuring automatic spraying of foam type mixture. The system is self-diagnostic in nature for any fault within the system like wiring failure etc.

In N.F. Railway, out of total 180 power cars and pantry cars, 125 nos. have already been fitted with smoke detection and fire suppression system.

Moreover, in electrical systems of passenger coaches, high resistance or excessive current flow is the main cause of heating and is associated with several safety-related troubles and sometimes fire also. A thermal Imager camera allows us to see these invisible thermal signatures of impending damage before the damage actually occurs. Thermal imager camera is effective in detecting the following faults/defects:

- Overheating of the cable/equipment due to single phasing or loose connection.
- Overheating of the equipment due to overload.
- Overheating of motors winding due to overload or due to faulty bearings.
- Loose socketing of the cables or improper insulation can also be detected which produces overheat in the electric circuit/panel.

Thermal Imager Cameras have been introduced in all workshops of NFR for scrutiny of all passenger carrying coaches for enhancing the safety standard during train operation. ■



Thermal Imager Camera introduced in NFR workshops

Business Development Units set up at Head Quarter and Divisions in NFR

In order to increase the freight transportation volume, N.F. Railway has set up Business Development Units (BDU) at all the five Divisions i.e. Katihar, Alipurduar, Rangiya, Lumding, and Tinsukia, and at Zonal Head Quarter level, as per the instructions issued by Railway Board.

The BDUs set up in NFR are holding discussion/ interaction with Traders/ Merchants / Local Entrepreneurs / Logistics suppliers to specifically know about their needs. The railway is providing whatever facilities can be arranged for the benefit of local traders to keep the local economy moving. This has become necessary because of the changing business scenario in the country in view of the COVID-19 pandemic.

At the Zonal Head Quarter level, the unit consists of senior officials from Operating, Commercial, Finance, and Mechanical departments. At the divisional level also similar BDUs have been made operational.

These BDUs will have frequent interaction with Trade & Industry players within their respective areas to find new freight business for movement by train. The proposal received from trade bodies or businessmen will be promptly analyzed, developed and necessary assistance will be provided, if required.

Through the formation of these BDUs, Indian Railways is also targeting to increase its share in the transportation of miscellaneous non-bulk goods. This traffic which is very large in volume is being traditionally moved by the road sector. The railway is planning to attract traffic from this sector to improve its freight loading scenario. Various incentive schemes are also being offered for small volume transportation of goods for short distances. Various new locations/stations have already been opened for freight booking and loading/ unloading for the benefit of small traders in NFR areas.

Such interaction with BDUs will definitely provide the traders with ample scope to come to know about loading / un-loading and transportation facilities being offered by Indian Railways. On the other hand, it will also help Indian Railways to achieve the target of doubling its fright volume by 2024. ■

Special Brahmaputra Mail Train Starts Running on Electric Traction Up to New Jalpaiguri Jn.



Taking another step forward towards 100% electrification, 05956 Delhi - Guwahati Special Brahmaputra Mail which left Delhi on July 5, 2020 at 11:40 pm became the first NFR owned Mail/Express train in post lockdown period to run on electric traction up to New Jalpaiguri Jn. Earlier this train was running up to Pt. Deen Dayal Upadhyaya Jn on electric traction. It reached New Jalpaiguri on July 7, 2020 covering 1624 Km distance. The same Electric locomotive will be utilized for the return of Special Brahmaputra Mail no 05955 which will leave New Jalpaiguri for Delhi on the same day.

With the commissioning of 326 RKM Electrification works up to New Jalpaiguri Jn, N.F. Railway has also entered into Electric Traction era.

There will be a saving in fuel cost of approximately ₹ 20.4 Cr per annum on account of running of this train on Electric traction between Pt. Deen Dayal Upadhyaya Jn – New Jalpaiguri Jn.

Now both the routes connecting Delhi to NE states up to New Jalpaiguri via Katihar and Bhagalpur & both the routes connecting Mumbai to NE states up to New Jalpaiguri via Kharagpur - Howrah - Malda & Prayagraj - Patna - Bhagalpur - Malda are fully electrified. So, from now on Delhi and Mumbai bound trains can be run on electric traction from New Jalpaiguri. Needless to say that there will be big savings on fuel bills, apart from being environment friendly, once all long distance trains are converted to electric traction.

Two other NFR trains New Jalpaiguri - Howrah Shatabdi Express and New Jalpaiguri –Malda Town passenger also ran on electric traction from New Jalpaiguri before COVID-19 related lockdown.

Now, the services of these trains are suspended due to COVID related restrictions. ■

Elephant Saved by Alert Crew Members

Crews of DN WORKMAN SPL during the run at about 10:18 am noticed one elephant coming towards the railway track at km 71/7-6 between Nagrakata - Chalsa Jn under Alipurduar division of NFR on June 20, 2020. Loco Pilot Dilip Dorai and Asst. Loco Pilot B.K. Singh immediately applied the emergency brake to stop the train and waited for the safe passage of the elephant.

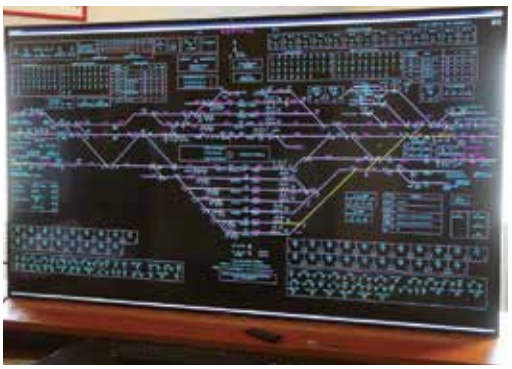
Similarly, alert crew members comprising Loco Pilot Sri S. Chakraborty and Asst. Loco Pilot Sri Ranjan Kumar stopped train no. 06162 DN to allow a herd of elephant cross railway track at KM 101/4-3 between Dalgaon-Binnaguri stations under Alipurduar division of NFR at about 4:40 am on 21st June, 2020, thereby saving the precious lives of the wild elephants. ■



Southern Railway : Noteworthy Innovations

- A Robot christened 'Rail Mitra', the brain child of Shri Nideej, a Railway Engineer of Trivandrum Division has received wide acclaim and is planned to be inducted for patient service at Railway Hospital, Perambur. Podanur workshop manufactured the same and has been inaugurated by MoSR through VC.
- Golden Rock workshop (GOC), Southern Railway launched Project SWAAS and developed a Prototype of Non-invasive low cost ventilator. It has been put to use at Railway Hospital, Perambur. Malda Division (ER) has placed orders for two units of SWAAS and the same has been delivered and commissioned on 5-9-2020.
- Improvised face Shield - A face shield has been made by the Divisional Railway Hospital, Palakkad under the initiative of Dr. Sreekumar, Additional Chief Medical Superintendent, Palakkad to protect the health workers from spread of Corona Virus.
- A cost effective Social Distance Ensuring Device by Shri Nideej of Trivandrum Division has been widely appreciated.
- Contactless Sensor based wash Basins by the technical Team of RPF is widely installed and used in RPF barracks.
- Contactless sanitizer dispensers have been installed at many locations at Hqrs and Divisions for the benefit of Staff. ■

South Central Railway : Commissions it's Largest Electronic Interlocking Signalling System along with Major Yard Remodelling at Gooty



The project jointly executed by Guntakal and RVNL eases train movements at this major junction handling four direction movements – towards Mumbai, Chennai, Bangalore and Secunderabad/Hyderabad

The largest Electronic Interlocking (EI) system on South Central Railway has been commissioned at Gooty yard on 12th July 2020 (ahead of its targeted schedule), along with major yard remodelling. The signalling installation provided at the junction station is the most advanced and modern signalling system, which enables hassle free handling of trains at Gooty Railway Station in Guntakal Division of Andhra Pradesh.

The interlocking mechanism provided at Gooty Station yard is also the fourth largest Inter-Locking system installed over the South Central Railway. Other major yards on SCR include the yards at Secunderabad, Vijayawada and Kazipet Railway stations. But these are not Electronic Inter-locking signalling system. Now, the Gooty Railway Station yard after remodelling and strengthening of signalling system has become the largest Electronic Interlocking station on SCR with 343 Routes. The project has been jointly executed by the Guntakal Division and Rail Vikas Nigam Ltd (RVNL) and completed in a record time well before its schedule. All the safety precautions were observed by the staff while executing the work.

The most distinguishing feature of this installation is that there will not be any un-signalled / manual movement of Trains now leading to safer train operations. A total of 14 hand operated points were converted into motor operated points. Also, earlier the train movements at Gooty station were controlled by operating the signals from two end Cabins and one central Deputy Station Superintendent. It is now replaced by Electronic Interlocking central operator with single control resulting in significant decrease in physical interference in operation of signals besides reducing the Manpower requirement. Further, before the execution of this work, only 4 lines at Gooty station yard were provided with the facility of direct reception and dispatch of trains. Due to remodelling of the Gooty yard, now the yard has been upgraded to handle the trains from 11 lines with direct reception and despatch. In addition, a new line has been constructed between Gooty Station and Gooty 'A' cabin as a part of execution of this work, while an additional traffic gate has been closed to strengthen safety.

Gooty is a major junction station in Guntakal Division and handles trains from four important directions – Mumbai, Chennai, Bangalore and Secunderabad/ Hyderabad. With the regular increase of traffic overtime, the sections around the station yard have become highly saturated. The completion of this advanced and modern Electronic Inter-locking signalling system and yard remodelling will ease the congestion on this important junction station and facilitate running of more number of Passenger and Freight trains.

Shri Gajanan Mallya, General Manager has complimented the Officers and Staff of Guntakal division, including RVNL, who were involved in the execution and early completion of this mega Infrastructure facility. Further he opined that, the completion of this important work helps railways in smooth handling of trains, while benefitting the rail customers located in this jurisdiction (including the Cement customers) in speedy transportation of their consignments. ■

New Railway Line between New Piduguralla – Savalyapuram Completed & Accorded Permission for Train Operations

Constructed as part of Nadikudi – Srikalahasti New Railway line Project

The new railway line between New Piduguralla – Savalyapuram for a distance of 46 Kms has been completed and commissioned for train operations. This new railway line is a part of Nadikudi – Srikalahasti new railway line project in the state of Andhra Pradesh. The maximum permissible speed with which trains can be operated in this new non-electrified railway line is 80 Kmph.

The new line between New Piduguralla – Savalyapuram will facilitate direct traffic movement from Secunderabad to Dhone direction via New Piduguralla, bypassing Nallapadu junction. This 46 Kms new rail line will reduce the distance by approximately 96 Kms for the rail travel between Secunderabad to Dhone via Nadikude as compared to the earlier route passing through Nallapadu.

Nadikudi - Srikalahasti new railway line project is one of the important & prestigious projects taken up in the State of Andhra Pradesh by South Central Railway connecting interior regions of Guntur, Prakasham and Nellore Districts on the rail map. The project was sanctioned in the year 2011-12 for a distance of 309 Kms at an estimated cost of ₹ 2289 Cr under 50 % cost sharing basis between Railways and Government of Andhra Pradesh along with provision of the required land free of cost by State Government.



The project is being executed in 5 phases :

- **Phase-I:** Piduguralla - Savalyapuram (47 km)
- **Phase-II:** Gundlakamma - Darsi (27 Km)
- **Phase-III:** Darsi - Kanigiri (52 Km) & Venkatagiri - Alturipadu (15 Km)
- Phase-IV: Kanigiri - Pamuru (35 Km) & Atluripadu - Venkatapuram (43 km)
- **Phase-V:** Pamuru - Obulayapalle - Venkatapuram (90 km)

The project has been taken up for the expansion of rail network in Andhra Pradesh State and it is conceptualized as an alternate route to the present Coastal Railway line between Vijayawada and Chennai. The present route is saturated and is sometimes subjected to cyclone and floods, resulting in serious rail traffic disruptions. The proposed new line will not only act as an alternate route but will also facilitate freight transport in this mineral rich belt, besides offering scope for substantial passenger traffic. The project once completed, will serve as the shortest route between Guntur and the temple town, Tirupati. ■

Ongole Sub-Division Office of SCR bagged the 'Water Heroes Award' from Ministry of Jal Shakti

Ongole Sub-Divisional Office of Vijayawada Division, South Central Railway led by Shri Pratham Agarwal, Assistant Divisional Engineer have been declared as winners in the "Water Heroes Award" for the month of April, 2020 launched by Ministry of Jal Shakthi, Government of India.



In an attempt to promote the value of water in general and for supporting the efforts on water conservation & sustainable development of water resources, the Department of Water of Water Resources, River Development and Ganga Rejuvenation, Ministry of Jal Shakti, Government of India has organized a contest during the period from 1st September, 2019 to 30th June, 2020. Accordingly, participants had to send their entries of success stories in the field of water conservation, water resource development and management.

Accordingly, the Ongole Sub-Divisional Office of Vijayawada Division, SCR led by Shri Pratham Agarwal, Assistant Divisional Engineer has participated in the contest. He has apprised the participants of the good work being done in their section for the significant improvement and contribution towards water conservation in addition to the best practices being adopted for water management and resource development like construction of rain water harvesting pits, rejuvenation of old water bodies, regular water audits etc. He has conveyed it through a detailed presentation in the form of a success story as well as a short film.

Shri Gajanan Mallya, General Manager appreciated the team of officers and staff working at Ongole Sub-Divisional Office for the commendable work being done for conservation of water for the benefit of future generations and also in the present times. He congratulated them for receiving the appreciation and award from the Ministry of Jal Shakti, Government of India. ■

Kharagpur Division of South Eastern Railway Reached A New Milestone by Joining 3 Rakes to Run 'Anaconda Freight Train'



Anaconda Freight Train on run in SER's system

Kharagpur Division of South Eastern Railway reached a new milestone by joining 3 rakes to run Anaconda Freight Train on 1st July, 2020 boosting heavy haul train operation. The Anaconda Freight Train consisted of 177 wagons. The train consisted of two loaded rakes of Iron Ore and one empty rake of freight wagons. The train was formed at Narayangarh near Kharagpur bringing the 3 rakes from other stations in the vicinity. The entire train was hauled by 6 Locos which are usually used in freight trains.

The Anaconda Freight Train left Narayangarh of Kharagpur-Bhadrak Section of South Eastern Railway and covered a distance of 150 KMs in 3 hrs 35 minutes over SER system on its way to Dhamra Port in Odisha. The train covered a total distance of 200 Kms. ■

South Western Railway : ISO Certificate for Five Railway Stations

Bengaluru Division of South Western Railway has achieved ISO 14001:2015 certificate for five stations (Hosur (HSRA), Ramanagaram (RMGM), Tumkur (TK), Whitefield (WFD) and Yelahanka (YNK).

The certificate has been awarded by M/s Quest Certification, Chennai, after due processes and documentation.

Shri Ashok Kumar Verma, Divisional Railway Manager, Bengaluru Division, received five certificates on 07.08.2020 in Bangalore Railway Divisional Office in the presence of all Additional Divisional Railway Managers of Bengaluru Division.

Shri Ashok Kumar Verma informed on this occasion that, with this, Bengaluru Division has obtained ISO 14001 Certification for 11 stations. He said that plans are afoot to get ISO Certificate for all Railway Stations of



the Division which are included in QCI (Quality Council of India) Ranking. He opined that this will help south Western Railway to get better grade in the next round of QCI ranking which will be given to Railway Stations for cleanliness standards.

Apart from the above five Railway Stations, Yesvantpur, Bengaluru Cantonment, Krishnarajapuram, Bangarpet, Kengeri and Sri Sathya Sai Prashanthinilayam have already received ISO Certification in August, 2019. ■

Western Railway's General Manager Inaugurates Staff Amenities in all 6 Divisions through Video Link on Independence Day

On the auspicious occasion of 74th Independence Day, Shri Alok Kansal - General Manager of Western Railway, inaugurated various staff amenities & technical development works carried out over all six Divisions of Western Railway through video link on 15th August, 2020 at the conference hall of WR HQ building at Churchgate. Shri Kansal inaugurated 4 staff amenities of Mumbai Central Division, one technical development of Vadodara Division, one staff amenity of Ahmedabad Division, 3 staff amenities of Ratlam Division and 2 staff amenities each of Bhavnagar & Rajkot Divisions.

Despite the nationwide lockdown, several staff amenities & development works have been accomplished during the lockdown. Shri Alok Kansal - General Manager of Western Railway inaugurated these staff amenities & technical developments carried out across all six divisions, i.e., Mumbai, Ahmedabad, Vadodara, Rajkot, Bhavnagar and Ratlam. Shri Alok Kumar- Additional General Manager of WR & various principal heads of departments were also present on this occasion, while all



Shri Alok Kansal, General Manager of Western Railway, interacting & inaugurating various staff amenities in all 6 divisions of WR, through video link on the occasion of 74th Independence Day on 15th August, 2020. Shri Sumit Thakur - Chief Public Relations Officer of W. Rly. and various Principal Heads of Departments are also seen on this occasion.

Divisional Rly Managers of WR interacted with GM during their respective inauguration.

For Mumbai Division, GM Shri Kansal inaugurated the newly built Crew Lobby at Valsad. The 65 year old crew lobby got a fresh look with modern facilities & improved interior & exterior aesthetics which will give a soothing & relaxing environment for the crew to execute their duties in full efficiency. The new air-conditioned Running Room at Churchgate was also inaugurated. Shri Kansal also inaugurated the newly renovated Mahalaxmi Sports Complex and the newly built additional bedrooms in Badhwar Park colony.

During the video link with Ahmedabad Division, Shri Kansal inaugurated the newly built staff quarters near Vagpura station and in Vadodara Division, Shri Kansal inaugurated the Automatic Coach Washing Plant at the MEMU Carshed. Through the video link with Rajkot Division, newly constructed staff quarters at Khambaliya station and staff quarters at Jamwanthali were inaugurated. Connecting through video link with Bhavnagar Division, newly built staff quarters at Gondal station and Running Room at Pipavav were also inaugurated.

Through the video link with Ratlam Division, GM Shri Kansal inaugurated a mobile app for interaction with freight customers named "RAVI - Rail App for Vyapari Interaction". This app will act as a single window available for communication and save time involved with resolving problems. This unique app will also play a vital role in boosting the freight business. Shri Kansal also inaugurated an Android app "e-Samadhan" which will act as a Unified Digital Platform for employees to register grievance /complaints pertaining to different departments in one place. It will also work as a two-way communication module which will not only function as a multi-department grievance system but as an ID card generator, where employees will submit their required details directly to generate ID card by themselves. Shri Kansal also inaugurated various infrastructural developments at the Dewas Goods Shed. These Infra developments will be beneficial for all concerned persons & will boost the freight business activities in this goods shed. In efforts to maintain the new norms of social distancing, Western Railway approached the idea of successfully inaugurating various staff amenities & technical development works at the click of a button, at the Western Railway's Headquarters at Churchgate on the occasion of the 74th Independence Day. ■

Western Railway Installed Touch Free Sensor Operated Passenger Luggage Sanitizing Machine at Ahmedabad Railway Station



Western Railway is taking all possible efforts to ensure safe travel conditions to the passengers in addition to the protocols prescribed by the Ministry of He
alth & Family Welfare. This includes innovative measures such as Masks & Sanitiser Vending Machine alongwith 'No Touch Sanitiser Machine'. The latest

Various views of the passengers' belongings being sanitized by Touch Free Sensor operated passenger luggage sanitizing machine & also footwear sanitizer mats placed at the entrance of Ahemedabad railway station.

addition to this series of protective measures to fight against the pandemic is the installation of Touch Free Sensor operated passenger luggage sanitizing machine & footwear sanitizer mats at Ahmedabad Rly station of Western Rly. The Touch Free Sensor operated passenger luggage sanitizing machine & footwear sanitizer mats are yet another unique initiative started for the safety of passengers and their belongings too. With the start of train services, the sanitizing of passengers Luggage was a problem area as it was attended manually by 3 to 4 station cleaning staff with backpack pump weighing about 15 kgs. Hence a Touch Free Sensor Operated Passenger Luggage Sanitizing Machine was conceptualized and designed by EnHM Department of Ahmedabad Division of W. Rly and the same has been installed at Ahmedabad railway station. This has resulted in saving 3 to 4 sanitizing staff for other station cleaning work. Similarly to sanitize the footwear soles of passengers entering Ahmedabad station a walk on footwear sanitizer mat has also being installed to arrest the spread of COVID-19 through passengers footwear & Luggage at this station. ■

Western Railway's Business Development Units Created History with 2 Trains to Bangladesh in a Week from Gujarat

In a bid to boost the freight traffic by Indian Railways, Western Railway has set up multi-disciplinary Business Development Units (BDU) at Zonal Headquarters and its Divisional Units. The aim of setting up these BDUs is to improve business prospects in freight market by incorporating new ideas and initiatives. As per the directives of the Railway Board, Western Rly has also come up with various incentive schemes to attract freight transporters to tie up with Railways for transportation of their goods and parcels. With the help of these freight incentives, Indian Railways is offering the traffic to freight customers at competitive unit rates, which are lower as compared to Road transportation and to add to this, freight will be delivered to the destination at speedier pace with assured timings.



1st pic shows loading of onions in the goods train at Dhoraji station of Bhavnagar Division on maiden journey to Bangladesh. 2nd, 3rd & 4th pics depict loading of cloth materials, chemicals and dye in the 1st parcel special train at Kankariya goods shed of Ahmedabad division which departed for Benapole in Bangladesh.

Western Railway's newly created Business Development Units have created history with big achievements of two trains for Bangladesh within a week including WR's 1st Goods train from Dhoraji station of Bhavnagar division on 4th August, 2020 & WR's 1st parcel special train from Kankariya Goods shed, which departed for Benapole on 9th August, 2020. It's worth mentioning that Shri Alok Kansal - General Manager of Western Rly, is monitoring all the major aspects of BDUs & motivating all concerned energetic teams of divisional BDUs, to achieve big success for new freight business, in their respective divisions. The first breakthrough post setting up of the BDU was made when Bhavnagar division loaded the onion rake from Dhoraji to Bangladesh (Darshana) on 4th August, 2020. The onion rake covered 2437 kms from Dhoraji to Darshana. Constant marketing efforts and interactions by the BDU with APMCs and onion merchants located in Dhoraji, Upleta and Gondal area made this success possible. Dhoraji station was made fit for loading in a very short time, by undertaking some earthwork as suggested by WR team, as well as inputs received from loading party. Thus, Dhoraji station got opened for loading in least possible time. The new freight traffic for Bhavnagar division generated revenue of about ₹ 46 lakhs, with possibilities of two more rakes being loaded this month.

The other achievement of such BDUs set up was made by Ahmedabad division, where a parcel special train has been booked for Benapole station of Bangladesh. This parcel special train will traverse 2110 km from Kankaria to Benapole. It is carrying commodities like cloth materials, chemicals and dyes in various VPUs and departed on 9th August, 2020. The revenue earned from this, is ₹ 30.50 lakh. It is also expected that four to five parcel special trains will be booked for Benapole station very soon. It is indeed a matter of pride that our Zonal Railways are not just serving the people of India, but are crossing international borders to serve the people of Bangladesh too. ■

Western Railway Beautifies Mahim Station with the 'Heroes of Mumbai' Murals as an Ode to the Corona Warriors



Various views of the exterior facade of Mahim railway station beautified with the murals of Corona Warriors titled the 'Heroes of Mumbai'. The mural depicts doctors, nurses, vegetable sellers, delivery persons and sanitation workers who have worked tirelessly to keep the country ticking, even in such dire circumstances.

➡ **Western Railway, St+art India Foundation and Asian Paints join hands to create colourful murals saluting Mumbai's frontline heroes at Mahim Jn. Railway station**

Over the past few months, during the nationwide lockdown put into force to contain the spread of Corona virus, many people had come forward, braved adversity and put their own lives at risk to make sure that we are safe. As an ode to these Corona Warriors, Western Rly in association with ST+ART India Foundation alongwith Asian Paints, has beautified the exterior facade of Mahim railway station with murals titled the 'Heroes of Mumbai'. The mural depicts doctors, nurses, police, vegetable sellers, delivery persons and sanitation workers who have worked tirelessly to keep the country ticking, even in such dire circumstances.

Our country was witness to the grit and courage of various persons belonging to the medical fraternity, police & security forces, railway employees, house -keeping and sanitization workers, vendors selling daily necessities and essential commodities. These all braved against every odd to provide services to the needy and have demonstrated a glaring example in such a time of crisis. As an expression of gratitude towards these frontline staff, aptly called as the Corona Warriors, W. Rly has beautified the expansive exterior facade of the Mahim railway station with the mural of these real heroes of our country who have stood gallantly to do their best in curbing down this unprecedented calamity. These murals cover the walls at both the entrances of the Station, on the Exterior facades of Railway building as well as the exterior Boundary Wall. The 'Heroes of Mumbai' Project at Mahim Station not only enhances the beautification of the station, but also is a unique way of expressing solidarity & gratitude to Covid-19 warriors.

The mural art has been designed by Gujarat-based street artist Do and was brought to life by maestro Munir Bukhari over the course of 15 days. Set against a colourful background, Do's monochromatic subjects stand out while everyone is shown engrossed in their respective job. W.Rly had earlier partnered with St+Art, to come up with the huge colourful mural of Mahatma Gandhi on the exterior facade of Churchgate Station. St+art works on art projects in public spaces with an aim to make art accessible to a wider audience by taking it out of the conventional gallery space and embedding it within the cities we live and making art truly democratic and for all. The 'Heroes of Mumbai' project at Mahim junction, is a way to thank the exceptional individuals who have put themselves at great risk in order to protect and serve others during these turbulent times. Apart from serving as a reminder of their contribution in the fight against this pandemic, the murals also aim to brighten up public spaces with art and social commentary and to create socially relevant public art projects all across the country. ■

Western Rly's Freight Incentive Schemes Provide Ease of Business to the Customers



A view of the Double Stack Container over W. Rly, all set to roll its wheels for transportation of goods across the country.

Various railway incentive schemes for transportation of goods & parcels have been introduced by Western Railways. The Freight Incentive Schemes provide ease of business to the customers and also garner additional volume of traffic and revenue to the railways. Thus, these schemes based on the existing traffic pattern, results in win-win situation for the freight customers as well as for Railways.

Except for Station to Station Rates and Long-term Tariff Contract, all the incentives/ benefits are provided at the Goods shed itself based on the traffic offered and the scheme guidelines. Some of the major schemes available for transportation of goods through Railways are outlined below:

- Station To Station Rates (STS)
- Liberalised Automatic Freight Rebate Scheme on traffic booked in Traditional Empty Flow Direction (TEFD)
- Long Term Tariff Contract (LTTC)
- Freight Forwarder Scheme
- Relaxation for loading of Steel pipes through Railways
- Relaxation for loading of Petcoke through Railways
- Concession for non-refined Salt for human consumption through Railway
- Freight Incentive Scheme for loading bagged consignment in open & flat wagons
- Freight Incentive Scheme for Loading of Fly Ash
- Round Trip Traffic (RTT)
- Short Lead Traffic
- Long Lead Traffic

These schemes have been designed especially for freight transporters and Western Railway is requesting them to come forward and grab these attractive schemes. For further specific details of these schemes, the Rates Circulars as mentioned above can be accessed on the below mentioned link and Senior Divisional Commercial Managers (Sr. DCM) of various divisions over Western Railway can also be contacted for any assistance in this regard. http://www.indianrailways.gov.in/railwayboard/view_section.jsp?id=0,1,304,366,555. ■

WCR : GM Inspection of Bhopal-Bina section



GM WCR Shri Shailendra Kumar Singh has done window trailing inspection of Bhopal –Bina Section. He was accompanied by Chief Track Engineer Shri Rajesh Arora, DRM BPL Shri Uday Borewankar and other Divisional Officers. During the inspection, the General Manager did an intensive inspection and checked the efficiency of railway bridges, railway tracks, O.H.E. and the signal system located/situated at this railway section.

During the inspection, the General Manager visited the railway colony of Deewanganj station and took information from railway employees and their family members about the facilities available in the colony. A children garden is also being developed by the railway in the railway colony. General Manager with other officers have planted saplings in the garden for environmental protection. ■

Commendable Step for Automation Work of Platform Lighting by West Central Railway

West Central Railway has always been ready and leading for the conservation of electrical energy. Under the directions of General Manager Shri Shailendra Kumar Singh, effective steps have been taken for energy conservation by the electrical department for controlling the platform lights in West Central Railway. In this regard, the automatic platform light control system based on the signal system in the platform number 1 of Jabalpur and platform number 1 and 2 of Narsingpur stations has

been installed on 04.07.2020 in Jabalpur division.

Automatic platform light control system based on the signal system has also been installed on Ramganjmandi and Bhawanimandi stations of Kota division on 09.07.2020. As soon as the train reaches the platform, 100 percent lights will get switched on and all light remains switch-on upto the time train stands on platform. The moment train will cross the platform, 70 percent lights will get off and only 30 percent lights will remain operational.

This system will help to save the railway revenue of Rs. 124000 for 15500 units on Jabalpur station and Rs. 55000 for approx. 680 units in Narsingpur station every year.

Earlier as a pilot project in Bhopal division, its successful trial has been done recently at Harda station. After getting good results from this, the platform no. 1 of Bhopal station has also arranged the automatic platform light control system based on the signal system. In this arrangement, the light of platform no. 1 has been successfully connected to the home signal and starter signal. Whenever the train will arrive at home signal and the moment it gets the signal of arriving at the platform, 100 percent lights of platform will get switched on and till the time the train is on the platform, all the lights will remain switched on and the moment the train will pass through the starter signal, 50 percent of lights will be switched off automatically. The arrangement of 50 percent lights at Bhopal station is done because being a capital city, the passengers traffic is more.

Presently, the platform no.1 is consuming around 200 units of electricity from 6 PM till 6 AM (upto 12 hours), which is now reduced to 80 units only. With this important step, Railways will save energy and prevent expenditure on the one hand, and on the other, a meaningful effort will also be made in the direction of environmental protection.

This system of controlling platform lighting with signal supply is very reliable. Currently, these systems have been installed experimentally. On getting good results, it will be implemented on all other major stations of the Western Central Railway. ■

IRCON, NIIFL and AYANA sign a MoU for Solar Energy Sector

IRCON International Limited [IRCON], a Miniratna (Category-I) Schedule - A Public Sector Enterprises has signed a Memorandum of Understanding (MOU) with National Investment and Infrastructure Fund Limited (NIIFL) and Ayana Renewable Power Private Limited (AYANA), a NIIF platform company to explore and collaborate on opportunities in the solar energy sector. According to the MOU, NIIFL and IRCON will evaluate strategic partnerships across infrastructure projects and have agreed in-principle to identify, bid and execute solar energy projects through joint ventures/consortium arrangements. The partnership will further consider suitable opportunities for solar energy production for Indian Railways as they intend to increase the share of renewables in their overall energy mix. This collaboration will enable execution of renewable energy projects at scale by utilizing the complementary strengths of all partners. ■

'TTE Lobby Bhopal' App developed by Bhopal Division



With the objective of realizing the dream of Prime Minister's Digital India, an Android Mobile App named 'TTE Lobby Bhopal' has been developed by Bhopal Division. Front line staff has to enter a lot of entries in registers during their duty, which makes the Covid-19 transmission more likely. Through the TTE Lobby Mobile App, Ticket checking staff can make all the entries from their own mobiles to avoid infection.

This app is basically made in two parts. The first one has mobile application, wherein amenities/flying squad/ station staff can fill their details according to their work, to sure the portal has been made as per the work of the staff. For example, if the staffs is working in amenities section, then the details which are required to be submitted by amenity staff will be shown in his app.

Another part is related to the report, wherein the data of each and every staff is being saved and it can be used in the form of records as per requirement by transferring it to the mobile or computer.

Following entries columns are in this app:-

- **Sign On page:-** In this, the staff will declare the time, train number, station and personal cash for sign-on.
- **Earning report:-** In this, after completion of duty, the complete details of the income earned (without ticket, irregular journey) along with GST and M R number has to be entered.
- DMR Coach mend report:
- **Monthly Earning report:-** if the staff is filing all the details daily regularly, then the monthly report will automatically get prepared.
- **Profile:-** staff has a facility to fill details of their work, which will work as their diary. The facility of registering the time for TA is there as well.

Bhopal Division has started this app in perspective of saving the unnecessary human efforts and time. Looking at the demands of the future, the necessary changes will be made in this app. ■

Rail Coach Factory, Kapurthala to Reduce Weight of LHB Coaches

To increase production volumes of rail coaches, RCF is working on many areas which can enhance production and meet the ever growing demand of rail coaches. Also, many steps are being taken for design improvement to augment passenger satisfaction quotient, besides new developments in coaches, which make them more compact, safer and faster contemporary to modern rail coaches running in the world rail system. Apropos, Rail Coach Factory, Kapurthala is working on several design improvements for reduction in weight of coaches which will make them more efficient and help to save energy.

Different variants of LHB coaches weigh 46 tonnes apx. Several design improvements have been made to the coach shell, furnishing and electrical fittings to reduce the weight. These design improvements make AC First Class, AC 2 tier, AC 3 tier, Sleeper and General coaches lighter by 7 quintals to 1.5 tonnes approximately.

By bringing in changes in seats and berths, reduction in weight of 3 quintal, 6 quintal and 6.7 quintal will be achieved in AC First, AC 2 Tier and AC 3 Tier coaches respectively. Three quintal weight will be reduced by changing the material of the AC package unit. Replacing the partition frame of Sleeper and General coaches with light honey comb partition frame will result in substantial reduction of weight in these coaches. Apart from this, provision has been made for weight reduction through design and structural changes in bio tanks, transformers, switchboard cabinets etc.

RCF has started production of high capacity parcel vans on large scale, this year. These coaches are running on all long distance trains so that the supply of goods can be expedited. RCF has also worked on its weight reduction campaign by changing the material of luggage



racks, panels and flooring etc thereby reducing the weight by 1.5 tons. This reduction will result in increase of carrying capacity of these parcel vans.

It is worth noting that LHB type coaches are one of the lightest coaches running in trains across the world. By adequate weight reduction, the haulage cost will be reduced due to energy saving, and the number of coaches in trains can also be increased. Apart from this, the efficiency of coaches will also be improved besides increasing the aesthetics of coach interiors. With Indian Railways aiming to increase the speed of its trains, these light weight LHB coaches will soon contribute to faster train travel in near future.

It is also worth mentioning that month of July was noteworthy for achievements which Rail Coach Factory Kapurthala earned when it produced record 151 LHB coaches- the highest ever monthly production, besides making in-house, extremely low cost Jig for coach shell making for increasing production of coaches that will ensure the production of 7 to 8 coaches per day. ■

pOem

The Sky is All Open to Fly

Enthusiasm has been visible,
The tasks remained enormous,
A lot has been tackled and
a lot needs to be tackled....

The tricolor unfurled all over,
Participation with social distancing,
Spirits ruled high over the brains,
Irrespective of vagaries of Weather,

Amid the deep waters,
The flag unfurled fearlessly,
The freedom to unfurl at each rooftop,
Has been earned by each one of us tremendously

Our boundaries remain intact,
Our soldiers are guarding with grit,
Our forces are delivering to the challenges,
Our borders remain emboldened by defeating the threats

We have faced hostiles,
Internal disturbances, insurgencies,
We have battled out the cold wars,
And we have throated even the internal snarls....

We are labelled no more as undeveloped,
We are formidably a big developing economy now,
In seven decades, the new heights and strengths
in economy,
Are gaining ground now...

We have risen to handle Nature's fury,
We have shown to the world,
Impossible is no more, in our minds,
In our brains and in our vocabulary, now...

The march is on,
Freedom from midnight carries on,
Facing all situations with smiles on,
Let us face without fear,
We have learnt the lessons all along.....

Jai Hind..... ■

Shelleyandra Kapil
Principal Chief Safety Officer, East Coast Railway,

Be Happy for No Reasons – A State of Eternal Peace

Shri Bharat Lal Meena ('PEASANT-CUM-GURU')
CPO, North Western Railway, Jaipur

There are hardly people in this world who don't become happy when they get what they wished for. You get lottery you feel happy, you get job you feel happy, you get promotion, get transfer at desired place, get elected, get married, get visa and so on and you feel elevated. Some of us are happy because they are rich, everything is available for them. Man always strive for getting more and more to maximize their happiness. Person who are millionaire wants to be a billionaire, a clerk today wants to be office superintendent tomorrow then officer day after tomorrow and so on. A sarpanch wants to become MLA, MP or minister and so on in time to come...it continues... no end...till he/she says goodbye to world. You see happiness itself is not a cause but a result of getting or happening something. Thus a conclusion is- if somebody is happy then there is a reason or reasons behind his/her happiness and he/she tries to enhance it which is a natural phenomenon and a universal truth also. I am also one of you and like you all, was walking on the above path till I came across a gentleman, a peasant of a small village. Now you listen the story-

One fine day in the morning while passing by a small village I met a simple old man who was a peasant working in his fields. He was wearing his uniform of dhoti kurta. He was looking very smart in grey long beard with turban on her head and some kundal like ornaments hanging in his both the ears. He was resembling with Brahmaji in all respects except five faces. His face was glowing. There was a little smile on his shining face. He seemed to me that he was the happiest person in the world. Why I felt so I myself didn't know. All this moved me to talk to him. So I wished him by saying Ram Ram, he rose up and reciprocated my greetings warmly. Then I addressed him.

"Dear grand old man! Why you are looking so happy. Have you got something valuable or hidden treasure in your fields." Instead of replying my question he saw at me for a moment and then asked to come and sit under the shade of a mango tree.



"Yes you wanted to know something, please tell me now."

The question was again repeated by me.

"No I didn't get anything valuable and even if I get it doesn't make any difference to me. I tell you that
"I am happy because I am happy"
"but without any reason" I crossed him.
"yes without any reason" he told firmly.

"But it is not as per the law of nature. Nobody can be happy or sorry without any reason. In this universe whatever happens, happens because there is a reason or cause behind it" I argued.

"No, no dear young man! you are correct but not absolutely. There are things which happens without any reason or without any cause. As I told you that I am happy without any reason and I am enjoying it since long. My happiness is different from yours and others'. A person who attained happiness without any reason is really the happiest person in the world. People's happiness is momentary but mine is permanent and everlasting. It is not affected by any addition, subtraction of the things in life. Permanent happiness cannot be taken away from such person enjoying it."



He further explained "You got a car you became happy but somebody has stolen your car or snatched it or damaged it then where is your happiness? It is finished or reduced as it is momentary. It may increase or decrease with availability or non-availability of the things which are the source of the happiness. But it doesn't happen with my happiness I mean permanent happiness."

He continued... elaborated further that "people are in race to enhance their happiness by acquiring luxuries,

power, means, land holdings, post or what not. But it is not necessary or a guarantee that acquiring or possession of above things will result in happiness. It may give back kick or adverse result what you might not have thought of. It may be like 'Mathura ke pede'. You want a lovely, beautiful and intelligent girl as your better half and you succeed but what is it? Whom you thought a strength and a source of happiness in your life may be a big mistake which may make your life like a smoking wood which neither burns nor puts off and release smoke continuously making your life miserable. As such momentary happiness is not durable, it is not certain also. Sometimes it works better than we thought of and sometimes worse than expected and sometimes it neither makes you happy nor sorry but benefits or damages third or other persons. We can say happiness based on reasons does not behave uniformly. It is relative thing, at one place or at one time gives some result and at other times or places gives different results. Thing which is a source of happiness to one man is not necessarily a source of happiness for other man. It may even be a source of sorrow to someone."



"Momentary/temporary happiness is not permanent, it starts loosing charm after certain time gap. For example, when you were child you were given toys. You felt happy but after certain time you lost your interest in those toys they were not making you happy hence you felt the need for new toys then same happened again. After some years you started going to school, you had been given bicycle you were happy but after certain years when you were in college you felt you should have a scooter or a motorcycle and you got a motorcycle but after expiry of some years you lost the charm in the motorcycle, you realised you must have a car and you got a car but after passing of some more time you thought you must have a higher version of a car as your car didn't match the level of your post you were holding. It is like a thirst which can be quenched by water at some point of time but again arises, again you need water and so on but it never dies down, however, such is not with real happiness I mean permanent happiness which I attained and you and others also can attain."

He further added, "Person enjoying momentary happiness is never satisfied. He/she always thinks that others are happier. You must have heard a story of a rat and a monk. Rat always felt he was not happy and others are not only happy but happier and mightier also. So he wanted to be sun, cloud, wind and mountain... monk converted him whatever he wanted but ultimately he desired to come in his original form that is rat only as he (rat) realised that nobody is happy, it is a state of mind, it is trishna or illusion. It is within you, only you have to search it that too in you only. Outer world, your surroundings, money, luxuries can make you pleasant but not happy that too for some time not forever."

Passer-by do you know what Lord Krishna said about soul. "Like soul permanent happiness which comes from within and without any reason is immortal and cannot be destroyed by activities in its surroundings. Weapons cannot kill it, fire cannot burn it, water cannot dissolve it, it cannot be arrested or ceased and never becomes old. I mean it is eternal, immortal, imperishable, indestructible, immutable and many more..."

Then he suddenly stopped, I was sitting like an idol before him. There was a silence for a minute. Then he broke the silence

"Dear You listened me attentively and patiently I feel my replies could have satisfied you."

I nodded and took his leave after thanking him. The grand old man changed my attitude and approach towards life and world. I felt he is not peasant but a guru. Or we can call him peasant-cum-guru. He opened my eyes and since then I am practicing the mantra of happiness the peasant-cum-guru gave me and to some extent I have achieved whatever he taught me and will achieve the remaining in near future. The peasant-cum-guru is not selfish and so am I, therefore I don't want to avail all benefits myself I want that all men/women/relatives/friends should also take advantage of what I am getting at present. Therefore, if you are serious enough and want to be enlightened or attain a state of eternal peace/happiness for you and your family or want to know something more in this regard then tell me, your thirst/query/curiosity will be quenched and if needed appointment will be fixed with the peasant-cum-guru for which you have to contact me at bharatm437@gmail.com. ■

pOem

Why rush.....

Naked faces proudly displayed,
on streets of era - twenty twenty.
With mask like ignorance
on maskless faces of indifference!
Giggling, hugging and jostling around,
ringing bells of a friendly crowd.
Cracking jokes aloud about:
"A novel virus that's newly crowned."
Beware my dear,
the evil sniper is very much near.
Hidden in the darkest attics of life
of your friends so close and dear.
Come on!! Shed away the mask less face of ignorance
and put on the real mask of prudence.
Tender loved ones back at home
Aren't they waiting for your safe return?
Then, why this mad mad rush of yours?
Why rush? Why rush to catch the Virus? ■

Dr K Sreekumar
Additional CMS
Railway Hospital, Palakkad

Management of Outsourced Work with Respect to Issues Pertaining to Labour

Shri H.K. Dutta
Sr. Dy. General Manager, East Coast Railway

Railway construction work from the very beginning is being done by agencies. Laying of track, construction of service buildings and quarters, arrangement of general electric supply and OHE etc. are done through public procurement. All this involves use of contractual labour. With giving of maintenance activities such as maintenance of track, buildings, electric supply, OHE, wagons and coaches to agencies use of contractual labour in railway working has increased manifold. This has been done to reduce cost and increase productivity. However, the move has increased our responsibility as principal employer of such labor. Basically, the following are expected from us :

a) Payment of atleast minimum wage
b) Deposit of statutory amounts towards EPF, ESI etc.
c) Availability of medical facilities
d) Work environment like canteen, facilities in labour camps etc.
e) Protect from threat of removal from employment

The contract labour (Regulation & Abolition) Act is applicable to every railway establishment in which twenty or more workmen are employed or were employed on any day of the preceding twelve months as contract labour. It is important to note that there need not be twenty men working everyday for twelve months. If there was a single day in twelve months which required employment of twenty or more contractual labour, then the act automatically applies. Once the act applies, the contractor shall have to take a license for the specific work and the Principal Employer should get itself registered. Thus, planning of work so far as deployment of manpower is concerned is very important. Simply the contractor telling that he shall not engage more than twenty labourer has no meaning. The Principal Employer has to properly assess and ensure that if more than twenty labourers are to be deployed on any day during coming twelve months, the contractor has to get a license. In case the contractor does not take a license, the railway supervisor should ensure that there is no day on which the contractor deploys twenty or more labourer if work is scheduled for more than twelve months. To ensure this, it is very essential to ensure that day-wise deployment of labourer is recorded by the agency at work site and the same is available for inspection. Even during surprise inspection, this important aspect should be checked. A copy of the license shall be displayed prominently at the premises where the contract work is being carried on. Contravention of the act or of any rules made thereunder shall be punishable with imprisonment for a term which may extend to three months or with fine.

Minimum wage

A contractor shall be responsible for payment of wages to each worker employed by him as contract labour and such wages shall be paid before the expiry of 7th day of the month if less than 1000 persons are employed.

In case the contractor fails to make payment of wages within the prescribed period or makes short payment, then the Principal Employer shall be liable to make payment of wages in full or the unpaid balance due. The amount so paid shall be recovered from any amount payable to the contractor under any contract or as a debt payable by the contractor.

Wage payment shall be made to the bank account of the labourer. Manual payment can be done only as an exception with authorization from the competent authority. However, such payment shall be witnessed by an authorized railway employee.

Wages due to every worker shall be paid to him or to another person authorized by him.

Wages shall be paid without deductions of any kind except those specified by the Central Govt. by general or special order or as permissible under Payment of Wages Act, 1936.

Muster Roll-cum-Wages Register shall be signed by the worker concerned which shall be authenticated by the contractor and certified by the Principal Employer or his authorized representative.

Notices showing the rates of wages, hours of work, names and addresses of the Inspector having jurisdiction and due date of payment of unpaid wages shall be displayed in English, Hindi and local language at a conspicuous place at the work site by Principal Employer or the contractor.

When a worker works in an employment for more than nine hours on any day or more than 48 hours in any week, he shall, in respect of overtime work, be entitled to wages at double the ordinary rate of wages.

They shall be paid for rest for every six days of continuous work. Rest day shall be ordinarily Sunday. But the employer can fix any other day of the week as rest day.

If the labourer has worked on the rest day and has been given a substitute rest day, he shall be paid wages for the rest day at the overtime rate and wages for the substituted rest day at the rate applicable to the next preceeding day.

Maximum working hours not to exceed twelve hours per day and maximum days should not exceed ten consecutive working days.

Deposit of statutory amounts towards EPF, ESI etc.

EPF Scheme 1952 is applicable with respect to establishments engaged in Railways for construction, maintenance, operation and commercial activities of Railways. Responsibility to ensure compliance of the scheme rests with EPF organization. Before awarding any contract, the Principal Employer shall ensure that the contractor is registered with EPFO. After award of the contract, the contractor details should also be entered by Principal Employer in the EPFO portal.

To provide certain benefit to employees in case of sickness, maternity and employment injury and to make provision for certain other matters in relation there to, Employees" State Insurance Act, 1948 and the rules are applicable on the establishments where ten or more persons are mployed on any day of the preceeding twelve months. Contractors are required to apply and obtain an employer code from ESIC, get ESI Account number allotted to the contract labour and ensure that the contribution towards ESI is deducted from contract labour and the same along with contribution from the employer is deposited with ESIC. Principal Employer is liable to pay contribution in case of default by contractor. Employer's contribution is 4% and that of the Employees' is 0.75%. The wage ceiling of coverage is ₹ 21,000 per month.

Disablement benefit, dependent's benefit, confinement expenses, funeral expenses, vocational rehabilitation, physical rehabilitation, unemployment allowance, skill upgradation training are some of the other benefits rendered by ESIC to the enrolled contractual labourer.

Availability of Medical Facilities

Medical care is provided to insured persons and their families under the ESI Scheme. The IP is issued 'Pehchan Card' for the purpose. An IP who leaves insurable employment on attainment of the age of superannuation or retires under Voluntary retirement scheme or takes premature retirement after being an insured person for not less than 5 years, shall be eligible to receive medical benefit for himself and his spouse on payment of a nominal contribution of ₹ 120 for one year.

Work Environment

Under the Contract Labour Act the employer has to maintain certain work environment to mitigate hardship like provision of canteen, Rest Room when halt is required at night, drinking water, latrines and urinals, working facilities & First Aid. Where labour camp is required for the work such camp shall be hygienic and should provide at least minimum required amenity.

Protection from threat of removal from employment. Labourers are mainly exploited by using the threat of removal. This is done both by the suprvisors of the principal employer and the contractor himself. Cases of non-payment of minimum wage are very common. The ATM cards of labourers are taken by the contractors to withdraw money from their accounts leaving them barely with subsistence. Labourers do not resist such oppression under the threat of removal.

Under the Industrial Disputes Act, 1947, industrial establishment where at least 50 employees have been engaged on an average per working day in the preceding calendar months, no workman who has been in continuous employment for not less than one year shall be retrenched until the workman has been given one month's notice in writings indicating the reasons for retrenchment. This protection can be made even more stringent than the law by providing suitable clause in the contract agreement. Compensation equivalent to 15 days average pay for every completed years of continuous service shall be paid by the employer to the retrenched labourer. The employer shall ordinarily retrench the workmen who was the last person to be employed in that category. Where any workmen are retrenched and the employer proposes to take into his employ any person, he shall, in such manner as may be prescribed, give an opportunity to the retrenched workman for reemployment and they shall have preference over other persons. For establishments with more than 100 employees 3 months notice and prior permission from appropriate authority is required.

A proactive principal employer must know the provisions under law and under the agreement to protect the labour from exploitation. In one case of ATM card keeping by the contractor, the principal employer called for the pass book to see the transactions. It was seen that the same day as the labourer gets his salary into his account, there was withdrawal of ₹ 5000 instantly from out station ATMs clearly indicating possession of ATM card by the contractor. The labourers are also required to be educated on their rights which is the responsibility of the contractor as well as the principal employer. That would lead to a happy labour force, amicable work environment and greater productivity.

The bid document for such contracts requiring deployment of contractual labour should as far as practicable be quantifying the work and standard of work rather than specifying the no. of labourer required. That way there shall be emphasis on productivity and quality of work. In bid documents wherein no. of labourers required is what bidded for, it is seen the bidder keeps hardly any margin for himself. This should be questioned and such contracts can work only through exploitation of labourer and unethical practices. In all cases of exploitation of labourer the looser is the principal employer and the contractor gains both at the cost of the labourer and principal employer. If minimum wage is not paid, the labourer shall not work to the fullest extent, but the contractor shall get his bill for full wage, thus the principal employer becomes the ultimate sufferer in terms of quantity and quality of work. Therefore, as we go more for outsourcing works/ services, we must be on the guard to check any kind of exploitation of labour or unethical practice contrary to the law of the land. ■

IN PRAISE OF CHESS

Shri Sunil Prabhat
Deputy Director, Railway Board

I have been a sports aficionado all my life - both as an enthusiastic participant and follower of games like hockey, football, cricket and others. However, in indoor games, chess has always fascinated me as it suited my temperament. What started as a hobby, gradually turned into a passion especially after my brief stint in competitive chess. For this change, I am grateful to the opportunities provided by my employer, the Railways and the company of equally passionate team-mates.

To any person, not well acquainted with the game of chess, the spectacle of two chess players brooding over a board for hours on end, must be a completely dumbfounding experience. To them, it must appear akin to watching paint dry on a wall. On the other hand, to the players involved and the true followers of the game, the same spectacle represents a clash of playing styles, character and intrigue. Although this remarkable difference in perspective is not unique to the game of chess, it is unparalleled in its profoundness.

Critics of the game have often pointed out the lack of visible aggression and drama in a game of chess. This criticism stems from unfamiliarity with the process which is involved in the play. As in the case of any other sport, there are dull and drab games of chess and then there are beautiful and exciting games. Moreover, in a competitive game of chess, players have to go through an intense period of over 4 hours which requires stamina and powers of concentration. Competitive chess at top level makes huge demands on mind and body which only the most committed players can endure. And endure they do, with dedication and perseverance.

The importance of sports, not only in terms of its contribution towards one's health - both physical and mental - but also in terms of the life lessons it imparts, has been well documented. Chess is no exception. It is considered to impart values like patience, emphasis on logic & planning, initiative and most importantly 'think before you do' attitude. But for chess lovers like me, it is more than that.

The game of Chess is not only a tussle between two players, it is also a battle within oneself. It's like a silent conversation that you can have with yourself. This involves an examination of conflicting ideas, their interpretation and then moment of decision. The whole process is simultaneously taxing and enthralling. In the game of chess, moves are not simply moves, they are statements of intent and more importantly they are reflection of a player's character. At the highest level, it is also a clash of ideas. Chess also touches upon other philosophical and scientific concepts of our era. For instance, the concept of time has intrigued philosophers and scientists since ages. People have often experienced the flexibility and stretchability of time. For instance, while watching an enjoyable movie, time appears to fly quickly whereas it appears to stand still while listening to a boring lecture. Chess players experience this phenomenon in almost every game. The involvement in the game, at times, is so intense that time seems to fly-bye. This often happens when chess players go in the "tank" - the term used to describe the process of evaluating, calculating and deciding one's next move in a complex position. Another key concept is, what chess players describe as the "truth" of a position– meaning the exact way forward from a given unclear position to arrive at a winning position. Is this not what we are all striving to achieve in our lives – the search for truth, the reason for our existence and the desire to tread a path which can lead us to that goal. This search requires work, dedication, patience and the ability to take firm decisions. The chess, thus in a way, represents a microcosm of life.

With the advent of computers, it was feared that the game will lose its inherent mystery. Although it is true that the best human players of the day are now easily beaten even by an average chess software engine, it would be wrong to predict that the intricacies of the game have been "solved". This is proven by the fact that supposedly best chess engines of the day were recently beaten by even more advanced artificial intelligence engines whose play is more akin to humans. This only goes to show that the complexities of the game of chess are even more profound than were previously thought. The game thus still has hidden gems which are yet to be discovered.

A lot of emphasis is being given on the qualities chess can impart in children. There are no two opinions on the educational value of chess and it is heartening to see more and more children taking up this sport. Such is the popularity and spread of the game in our country that we have just produced our 64th Grand Master (which is quite apt since the chess board has 64 squares). In this age where there are innumerable other distractions for young people - including social media, internet, video games etc.– it is all the more important that this quite, complex yet beautiful game is brought to the fore-front of our national discourse not only because of its educational values but more importantly also for the immense enjoyment it provides to its followers. ■

SMOTHERED MATE IN CHESS – A BEAUTIFUL CONCEPT



"I have come to the personal conclusion that while all artists are not chess players, all chess players are artists."

— Marcel Duchamp

"The beauty of chess is it can be whatever you want it to be. It transcends language, age, race, religion, politics, gender, and socioeconomic background. Whatever your circumstances, anyone can enjoy a good fight to the death over the chess board."

— Simon Williams

DECISION

Shri Akhil Srivastava
Asstt. Director (OL), Railway Board.

Well said," Choose your friends carefully, otherwise enemies will choose you. Almost all the decisions are taken right. But the right decision taken at the right time is right. So, the timing is important. Sometimes, you take a decision which may be the right one at that time which ultimately proves fatal for you and destroys your career and you rue for the rest of life. Sometimes meeting with a person is also important. He may give you a wrong advice and you follow that which ultimately turns out to be waterloo for you. You may get a sager advice from a person whom you dislike. A lot of wisdom requires to take a decision. A traditional degree may be useful to get a job but ultimately it is your wisdom and experience which will shape your progression to achieve your chosen goals. Sometimes, being qualified and extra qualified, you are doing a job which is not of your taste. The surrounding around is discouraging and jealous of you. The less qualified and out of turnees will always pin you down. They will nurse a grudge against you and create a lobby of their own to pursue their selfish agenda. They have no concern with the quality of their designated duties. Indirectly, they will foulmouth and poison the ears of your superiors/ higher authorities. They are in majority and sycophants like them are hovering here and there. That is that and you curse yourself why did you take the decision that proved fatal for you. It is a great loss. Indeed. And also, loss to the Organization in which you are working. And the organization is helpless. It is struck in the quagmire of the so called rules and regulations etc; etc. Not only you suffer with your faulty decision but also your family. Other that mental agony, there is economic loss which is incalculable. Way back around 40 years ago, I read an editorial in the popular competition magazine, "Competition Success Review" which aptly warned to the readers/competitors to take a considered, well considered decision to make or mar your career. Those who should have been working as Officers are working as mere subordinates. Here is the catch. Take advice from an experienced/educated/ intelligent selfless guide/person. ■

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Court Cases Against Railways on Service Related Matters – Reasons and Remedies

Shri Himangshu Kr. Bandyopadhyay
Ch S&WI/Adra/SER

Despite several provisions are available to ensure Right to Equality and non-discrimination as per the Constitution of India and other legislatures, it cannot be said with guarantee that, no railway employee or family member of deceased employee has ever been subjected to discrimination with regard to service related issues. Though figure of such cases is not enormous but instances are there where members of Indian Railway family had to knock doors of the courts seeking relief against discrimination by their employers. Reputation is definitely not measured by the number how many members in the family went to court against head of the family and the failure to manage the family makes explicit even if a single child or the wife goes to court against the head. Similarly relation failure is equally applicable if, even a single employee is made to go to court against railway administration seeking relief what he ought to receive from his employer in time. Well educated and trained HR managers cannot ignore their moral responsibility especially in the modern HRM practice. Besides relation breakdown and motivation collapse, huge leakage of revenue by way of advocates' fees, pay, allowances and other benefits to a good number of staff deputed to deal with court cases and many other direct and indirect expenses are borne every now and then towards contesting court cases. Apart from crumpling employee-employer relationship, railway administration builds a blacken image before its employees who got their legitimate dues after intervention of the courts of law. A question very reasonably comes up, as to who made them to go to court, is it not the railway administration itself ? The answer, 'YES' cannot be denied when the benefits sought for are released after court's order. Had their grievances been redressed at grass root level, unquestionably they would not filed cases in the courts of law. It is a curse for the Human Resource Management practitioners in any organisation leading to a barrier to create morale of a dedicated work force. This is high time to control over avoidable expenses by contesting cases in various courts of law. In order to combat with increasing operational cost, especially due to outbreak of vicious Covid-19, the extra load of a lot of expenses reigns in comparison to poor earnings affecting the National economy to a great extent owing to non-running of trains in Nationwide lockdown period. It is not only essential but inescapable to analyze the reasons significantly and find result oriented remedies aiming at multi fold benefits viz. (i) to give check on mal-expenditure spent by means of advocate's fees, stationery, postage etc besides, salary, TA, conveyance, free journey pass to attend courts etc to staff deputed to defend court cases against railways filed by its employees on service benefits related matters, and (ii) to build employees moral confidence and loyalty on administration aiming at creating a dedicated work force to achieve high quantity-cum-quality production or service at a minimum time and barest low cost.

As for Right to Equality and non-discrimination, Article 14 to 18 of the Constitution of India provides for equality. The general principle of equality and non-discrimination is a fundamental element of international human rights law. Thus, right to equal treatment necessitates all persons be treated equally before the law, without any discrimination. With regard to railway employees or some bereaved families, many a times it is failed and even after bringing to notice by way of representations at several hierarchies when not redressed, at a later date the un-redressed grievance turned into a litigation figuring a court case. The proverb, 'A stitch in time saves nine' is thus defeated. As a government organisation railway authorities must be careful to make sure the Constitutional principle is not violated and a keep vigilant guard against its deviation.

A good number of employees and family members of deceased railway employees when feel deprived of admissible benefits seek judgement in the Courts of Law especially Central Administrative Tribunal, Family Court, Lok Adalat, Court of Workmen Compensation Commissioners (lately known as Employees Compensation Commissioner), Court of Regional Labour Commissioners, Court of District Judges, Court of Sub-Divisional Judicial Magistrates etc. seeking relief on being aggrieved by the action of the railway administration is not only a token of failure to convince its employees/ bereaved families but building an image of unsociability antagonism and loss of revenue.

Reasons of Filing Litigations against Railway Administration

Study reveals, both plaintiffs and respondents have significant roles to invite litigations resulting in give birth of court cases in long run. While plaintiffs are the prime players, the part of respondents is also not looked down upon. From critical analysis of reasons for filing cases in various courts of law against railways by its staff and/or family members on service related benefits, feeling deprived of benefit in question and contesting them by respondents are broadly divided into three major segments, viz; (i) role of plaintiffs (ii) role of concerned supervisors/officers (iii) role of respondents and (iv) role of Office staff/Supervisors deal with to defend cases:

(1) Role of Plaintiffs

Apart from a few genuine cases, in maximum occasions plaintiffs obstinately go to courts of law

seeking relief of believed discrimination due to following major causes :

(a) Poor understanding level about admissibility of benefits in question.
(b) Lack of availability of appropriate guidance, rules and provisions to study and understand on proper perspective of the matter in question.
(c) Wrong interpretation of rules and mal-explanation by some well wishers
(d) Provocation by colleagues, advisers, friends, family members, advocates as well as touts and agents giving false promise on professional interest.
(e) Inflexible human character, considering himself/herself logically correct.
(f) To give a lesson to administration by filing and contesting court cases.
(g) Over confidence of orders by courts in any case in favour of plaintiffs

(2) **Role of departmental supervisors/officers, dealers of Personnel & Accounts Branch**

(a) Deliberately and step-motherly behaviour in some occasions
(b) Sentiment and Ego problems not to disclose the errors & omissions
(c) Inflexibility to review any wrong decision taken even after representation
(d) Phobia of D&A action for any wrong decision taken and try to hide facts
(e) Adamant nature & blockade of mind to understand the appropriate rules
(f) Ambiguity of rules and non-availability of exact clarification in time
(g) Reluctance to review any wrong decision and lethargy to pay arrears etc.
(h) Lack of identifying and punishing the staff responsible for the court case.
(i) Non-redressal of grievances in initial stage & non-caring representations

(3) **Role of Respondents**

(a) No corrective action soon after receipt of Pleader's Notice or brief of case
(b) Hard & fast on own action without examination of admissibility & reality
(c) Lack of impartiality and judicious mind rather contesting attitude firmly
(d) No endeavour to convince aggrieved person & invite to cordial discussion
(4) Role of Office staff/Supervisors entrusted to deal with defending court cases

Most vital role of this class is like a sailor of a boat who can drive his boat forward, backward or side directions. They are supposed to convince the respondents about outcome of the cases in its real perspective and they should take maximum initiative to minimise the cases at initial stage to redress the grievance by co-ordinating with other officials or sections in- charge, branch officers and in need higher authorities like ADRM/DRM in divisions, CWMs in workshops, PCPO in zonal HQ and so on. But in fact these people try their best to upheld making PW comments justifying action taken by respondents in the matter of litigation was correct and feed railway advocates to contest the cases even after fully knowing that, the grievance is genuine, relief sought for by the plaintiff is justified and in long run outcome of the case will go in favour of the plaintiff. Still they indulge in contesting, instead of putting an end of the litigation at initial stage by positive efforts. The antagonist relationship among plaintiff and respondents starts growing as soon as a pleader's notice is received or a litigation is filed in a court of law. Immediately tricks are found out to defend and defeat the plaintiff's contention by hook or crook persistently following the principle of a battle field or a football match ground. Such conventionally rigid approach is not at all praiseworthy and the aggrieved person should not be the subject as a matter of tradition but the matter and relief sought for must be objective and the views should be rationally flexible, if the benefit is admissible release at once without any hesitation

Remedies recommended to control over court cases on service benefit related issues:

In view of points explained above, aiming at control over avoidable expenditure in the National financial crisis especially owing to Nationwide Corona pandemic and considering the need based motivation among dedicated workforce of barest minimum in number, it is high time to take remedial action against giving birth to new court cases and put an end of ongoing ones, following remedial actions should be kept in view as an integral part and fundamental strategy of HRM practice in Railway industry.

(a) Employees Grievance Redressal Machinery to be adequately strong and effective.
(b) Every reported grievance should be enquired and staff at fault be punished.
(c) Grievance Redressal System should be monitored by a high level administrator
(d) Branch Officers should overcome ego and be staff friendly to redress grievances
(e) Officers and Supervisors must avoid contesting attitude and obedient to rules
(f) Every wrong decision taken must be reviewed & admissible dues be paid earlier
(g) Overcoming punishment phobia concerned dealing staff should disclose truth
(i) Officers should excuse the errors & omissions and encourage obedience to rules
(j) Accounts to avoid demand of useless documents & making vague observations
(k) Accounts people should rectify attitude & ensure apt payment of genuine dues
(l) Proper training & upgraded professional knowledge level of Personnel Br. staff
(m) Periodical joint review meeting by Personnel and Accounts Officers on grievances
(n) Launch "Across the Table Discussion" with litigants to induce about rules & fate. ■

TOURISM IN AYODHYA

Shri Anil Saxena
Freelancer

An ancient town, Ayodhya is regarded as one of the seven sacred cities of the Hindus, revered because of its association in the great Indian epic poem Ramayana with the birth of Rama and with the rule of his father, Dasharatha. According to this source, the town was prosperous and well fortified and had a large population.

In traditional history, Ayodhya was the early capital of the kingdom of Kosala, though in Buddhist times (6th–5th century BCE) Shravasti became the kingdom's chief city. Scholars generally agree that Ayodhya is identical with the town of Saketa, where the Buddha is said to have resided for a time. Its later importance as a Buddhist centre can be gauged from the statement of the Chinese Buddhist monk Faxian(Fahian) in the 5th century CE that there were 100 monasteries there (although he cited 100, Faxian probably did not mean that exact number, just that there were many monasteries). There were also a number of other monuments, including a stupa (shrine) reputed to have been founded by the Mauryan emperor Ashoka (3rd century Bce). Ground breaking ceremony for the foundation stone laying of Ram Temple in Ayodhya took place on 5 August 2020. The 40-kg silver foundation stone was laid by Prime Minister Narendra Modi. As many as 9 other bricks are kept here which were sent by Lord Ram's devotees in 1989 from around the world. These bricks will later be removed and the encashed money will be used in the construction of the temple. Soil from more than 2000 pilgrimages sites and holy water from more than 100 sacred rivers have been brought for the ritual. Before the brick laying, the PM stopped at the Hanuman Garhi temple for the darshan. The Bhoomi Pujan for the Ram Mandir was attended by around 195 eminent personalities.

The Ram Janmabhoomi is believed to have been the birthplace of the Hindu deity, Lord Ram. According to the Indian epic Ramayan, Ram, Lord Vishnu's seventh manifestation, is said to have grown up along Ayodhya's river Sarayu. The Ram Janmabhoomi is a highly revered site for Hindu devotees.





History of Ram Janmabhoomi

This birth land of Lord Rama has been through eras of conquerence and religious drifts. Post the ancient Buddhist establishment in the 600 BC; the present Ram Janmabhoomi was a Chinese Buddhist hometown with over 100 sacred sites in the 5th century.

Upon being subjected to belonging to the Gupta Dynasty until the 11th century, this region saw the eventual kingdom of the Vaishnava clan of the Gahadalavas called the Kanauj Dynasty in the 1000s. The era of the Guptas gave rise to numerous shrines or stupas of the time.

Up until the 16th century, the Ram Janmabhoomi was part of the Delhi Sultanate before coming under the Mughal rule during the 1700s. It was during this time that the Babri Masjid was built. The land was an active British colony from the 19th century to the mid 20th century.

Hanumangarhi

In Sai Nagar, Hanuman Garhi is a 10-century temple dedicated to the Hindu God, Hanuman. It is one of the most important temples in Ayodhya as it is customary to visit Hanuman Garhi before visiting the Ram Temple in Ayodhya. It is believed that Lord Hanuman lived at the temple site guarding Ayodhya.

How to Reach Ram Janmabhoomi

Ram Janmabhoomi is situated within the city centre of Ayodhya, about a kilometre to two away. The Ayodhya Airport, also known as the Faizabad Airport in Faizabad is approximately 8 to 10 kilometres from the Ram Janmabhoomi. It can be covered via a 15 to 30-minute drive.

The destination is about 1.5 to 3 kilometres from the Ayodhya Railway Station in Dharmakata; it is accessible even with a 20-minutes walk. There are a couple of bus stands in Ayodhya, the Ayodhya Bus Station at the Ram Katha Park is the more prominent one. This bus stop is 1.7 to 2.5 kilometres from Ram Janmabhoomi.

There are bus stands at the Faizabad Cantonment and at the Circuit House at the Rajkiya Uddyan Cantonment Road as well.



Ayodhya_Hanumangarhi Puja by the Prime Minister of India



Nageshwarnath temple

The hilltop temple hones a 76-staircase pathway to the entrance. Housed within the panoramic view of the surrounding hills is a 6-inch-tall idol of Hanuman. The main temple has an interior cave adorned with the numerous statues of Lord Hanuman along with his mother, Maa Anjani. Ram Navami and Hanuman Jayanti, which celebrate the birth of Lord Ram and Lord Hanuman respectively, attract thousands of devotees to the Hanuman Garhi.

Kanak Bhawan

The Kanak Bhawan is established towards the northeastern corner of the Ram Janmabhoomi in Tulsi Nagar. Constructed in 1891, this temple is also known as Sone-ka-Ghar. It is a holy site dedicated to the Hindu deity Lord Rama and his wife, Goddess Sita.

Kanak Bhawan, also meaning Golden Palace, cites three golden-crowned idols of the two gods under a silver roof in the sanctum santorum (Garbagriha). It is believed that this shrine was gifted to Rama and Sita by the former's stepmother, Kaikeyi.



Kanak Bhawan

Nageshwarnath Temple

Established in the name of the local deity, Lord Nageshwarnath, the Nageshwarnath Temple is located adjacent to the Theri Bazaar in Ayodhya. It is believed to have been set up by Kush or Kusha, Lord Rama's son.

Although this sacred site continued to be in good maintenance since 750 AD, the current temple is said to have been reconstructed in 1750 by Safar Jung's minister, Naval Rai. Legend has it that Kush came across a Shiva devotee called Naga Kanya when he happened to lose his arm ring in the local bath.

Upon learning that the latter had fallen in love with him, he raised this Shaiva temple for Naga Kanya. The Nageshwarnath Temple attracts numerous devotees during Mahashivaratri and Trayodashi, also known as Pradosh Vrat or Pradosh Vratam, in Southern India. The Shiva Barat or the procession of Lord Shiva is a significant attraction here.

Gulab Bari

Also known as the Garden of Roses, the Gulab Bari is situated in Vaidehi Nagar. It is the tomb of the third Nawab of Faizabad (Oudh or Awadh), Nawab Shuja-ud-Daula and his parents.

The 18th-century structure of the Gulab Bari brings out pure Nawab-styled architecture alongside a vast array of rose species in addition to fountains and lush greenery. Listed under the Ancient Monuments and Archaeological Sites and Remains Act, Gulab Bari is currently preserved as a part of national heritage.



Gulab Bari

Treta Ke Thakur

Situated along the Naya Ghat of Ayodhya, the Treta Ke Thakur Temple houses numerous idols including that of Lord Ram, Sita, Lakshman, Hanuman, Bharat and



Treta Ke Thakur



Tulsi Smarak Bhavan

Sugreev. These statues are said to have been sculpted out of a single black sandstone.

Treta Ke Thakur is believed to have been constructed 300 years into the past, by Kullu, the king of the time. It is said that this structure stands on the very same ground of the famous Ashwamedha Yagna performed by Lord Rama. The temple was further revamped in the 1700s by the Maratha queen of the time, Ahilyabai Holkar.

It is open to the public only once a year on a day marked as the Ekadashi. This day is observed on the Shukla Paksha's eleventh day during the month of Karthika according to the Hindu calendar. Colourful celebrations alongside preserved traditional customs are carried out on this day.

India is all set to witness the making of the tallest statue in the world. If you thought the 183 meter, Statue of Unity, standing in Gujarat was tall enough, here is another one which will be standing taller - a 251 Meters Lord Ram Statue in the holy town of Ayodhya.

Uttar Pradesh Chief Minister Yogi Adityanath proudly announced the news of the Digital Park sharing other details around it. The colossal 251 meter Lord Ram idol is going to be built on a 100-acre site adjoining the River Sarayu. The CM further added, "Along with the statue of Lord Shri Ram, a plan should be prepared for overall development of Ayodhya. There should be arrangements for basic tourist facilities along with digital museum, interpretation centre, library, parking, food plaza, landscaping based on theme of Lord Shri Ram,". The mammoth statue is also going to consist of a 20-meter circle over it. Lord Ram will be adorned with a bow, arrow and a quiver.

The estimated cost of the project is a whopping ₹ 2500 crore. The UP government informed that a separate unit of 'Rajkiya Nirman Nigam' will be appointed to undertake the project. An MoU with the Gujarat government would also be signed to ensure a smooth overtaking of the world record. Alongside this, the UP government has also called in Indian Institute of Technology, Kanpur (IIT-K) and Nagpur-based National Environmental Engineering Research Institute, a constituent laboratory of CSIR to conduct the preliminary on-site survey and feasibility.

Tourism sector will increase

Uttar Pradesh receives around 28 crore tourists annually. In terms of domestic tourists, UP is currently at number two in the country, while foreign tourists are at number three. After the construction of Ram temple, tourism in Ayodhya can increase in terms of global tourism.

It is expected that on the basis of Ayodhya, the birthplace of Lord Rama, UP tourism will soon get the title of number One in the country. It is to be noted here that increasing tourism will positively impact Ayodhya's income and employment of people. To redeem the tourism industry, the Yogi government has also passed a budget of ₹ 440 crore in 2019 itself. According to the state government, the International Airport is proposed with a cruise and five star hotel in the Saryu River. Apart from this, the grand bronze statue of Shri Ram will be the biggest attraction. This rejuvenation of Ayodhya is expected to increase the number of devotees by three times and it



Har ki Pauri



New Ayodhya Railway Station

is going to have an impact on the state's economy.

Vimalendra Pratap Mishra, the trustee of the Sri Ram Mandir Teerth Trust, believes that the construction of a Ram temple will help change the face of Ayodhya. New employment opportunities will be created for the people i.e. the local economy will improve.

Boom can come in real estate business

Many hotels will be built here due to the temple. Many people have large investment plans. Anyway, after the construction of Ram Mandir (Ram Mandir Nirman), the real estate sector in Ayodhya is going to increase but if it is said that the appearance of Ayodhya has started changing and the work of gleaming roads and sanitization is the proof of this. For the time being, till the data comes, we have to believe that Ayodhya is on the path of change and progress.

Soon, Ayodhya railway station is all set to get a world-class makeover! The Ayodhya railway station, which falls under the Northern Railway zone, is currently being modelled on the Ram temple and various new passenger-friendly features are being introduced to provide the best service and facilities to the visiting pilgrims. Incidentally, PM Narendra Modi is expected to attend the ground-breaking ceremony of the Ram temple in Ayodhya this week. Since the city of Ayodhya is one of the most important religious places in the country, Indian Railways will provide direct connectivity from Lucknow, Varanasi as well as other religious places in the nearby areas. In near future, the Ayodhya Circuit is likely to be the country's biggest tourist hub. The phase 1 of the station development project is being executed at a cost of ₹ 104 crore.

Under phase 1 of the Ayodhya railway station development project, a grand station building with a contemporary façade will be developed. The first phase is expected to be complete by June 2021, according to a PTI report. The built-up area will be 100000 sq ft with all modern facilities. The platforms and aprons will be upgraded. The circulating area will also be revamped. Additionally, staff quarters will be set up. Here are some of the key proposed amenities for the development of Ayodhya railway station:

- As many as 15 ticket counters to be set up with CRS and CBS office
- At the station's first floor, there will be first class, second class, general and ladies waiting area
- At the ground floor, there will be one for gents, one for ladies and one first-class waiting room
- Three AC retiring rooms will be set up as well as gents dormitory with 17 beds and ladies dormitory with 10 beds
- Two Foot Over Bridges (FOBs) are proposed to be built
- At the station's ground floor, one food plaza and four shops, and on the first floor, one food plaza will be set up
- As many as 19 urinals and 20 lavatories will be introduced across the station premises
- Some of the other proposed amenities include a tourist information center, taxi booth, infant care, VIP lounge, meeting room, VIP restroom

Under the planning of phase 2 of the station development project, the entry and exit from the western link road will be modified. The circulating area and station building on the second entry will be developed. Also, on frontage, an additional holding area of 18000 sqm will be developed. Meanwhile, additional land has been demanded for infrastructure development including two washing lines, two sick lines, four additional platforms, on 1,50,00,00 sq ft area. ■

A Station Superintendent Who Uses Social Media to Return Passengers' Lost Belongings

Shri Rakesh Kumar Sharma, Station Superintendent, New Delhi Railway Station of Northern Railway is a sincere, hardworking, and committed duty bound officer. He always comes forward to share responsibilities and rises to the occasions whenever and wherever required. He has shown efficiency in deployment of staff, arrangement of protocol and keeping coordination with departments/ministries. His judicious deployment of staff has resulted in zero overtime working and zero complaints. His sincere and untiring efforts have resulted in considerable improvement in the fields of punctuality and resolving passenger grievances. His meticulous working nature hardly leaves any chance of mistakes. His outstanding abilities in the field of Public Relations and Protocol have brought for him appreciations. He has also been instrumental in preparation of platform berthing of New Delhi Station in such a way that cross movements have been brought down to minimum, resulting in improved train operations. Platform Berthing, platform length, washing line length and cross over movement has also been taken care of by him smartly.



Shri Rakesh Sharma

He is very cordial with his fellow officials and has ever-helpful attitude towards his colleagues. He does his best to help the needy passengers in distress and difficulty. His efficiency in using social media such as Face book, WhatsApp and through PNR history helped him successfully to track down and return the belongings of more than 185 passengers. Most of these passengers were foreign nationals who had misplaced or mistakenly left their belongings either inside the train or on the platform premises. For these pioneering acts of passenger services, he was featured in a standalone article in so many news papers and TV channels. During Covid-19 lockdown periods he has helped the Railway Board officials of PR Dte. to send lakhs of posters/pamphlets printed by M/o Health to various Railway Zones for increasing the awareness level of daily rail users. ■

MY JOURNEY BY 'PUNE'S RAJDHANI'

Shri Parag Purohit
Writer

A decade ago, I travelled to Delhi by 2263 Pune Nizamuddin AC Duranto Express. I wanted to go to Delhi for a seminar on a very short notice. That was the winter peak season and as a result there were very less chances to get a seat in trains like Goa Express or Jhelum Exp. Then the only option available to me was 2263 Duranto Express. I got confirmed reservation in AC - 3 Tier Economy Class of that train.

I was excited about my first ever Rajdhani-like train journey. I was eagerly waiting for the day of my Duranto journey. At last that day rose. Time had come to experience the service of a Duranto. When I reached the platform, I observed that water bottles, pre-lunch items, lunch and evening snacks were being loaded in the Pantry Car of my train. I entered in the coach excitedly. I reached my seat and saw a bed-roll for me was already placed there. Our Duranto departed Pune Jn at 11:10 a.m. sharp and I started enjoying my first ever premium journey. Soon after departure water bottles were given to the passengers. Tourists from Vietnam were seated on my neighbouring seats. After a half an hour pre-lunch tomato soup with bread-sticks, butter was served to us. Few minutes later Duranto made her first technical halt at Lonavala. From Lonavala the most exciting part of that journey – the Ghat Section – began. Duranto started descending the Bhor Ghat. She was running along zig-zag track, crossing bridges, valleys and also through long tunnels. I was enjoying views of the Bhor Ghat while having sips of the hot soup with bread sticks and butter. Meanwhile Duranto made one-minute halt at Khandala for break charging. This halt is mandatory for every train descending the Ghat.

Duranto crossed the Ghat section in 35 minutes and while crossing Karjat Jn lunch was served. After one hour the Duranto crossed Kalyan Jn which is one of the busiest stations on Indian Railways. Few minutes later the Duranto crossed the Dombivli Control Cabin and was diverted on huge circular route to Vasai Rd. From here onwards large number of freight trains started crossing us because this route connects North India to Jawaharlal Nehru Port. At 14.25 we arrived Vasai Rd which was the third technical halt of this Duranto where the running crew of our train was changed. From here this Duranto started running with full speed (around 120 kmph). Around 4.30 p.m. catering attendant came calling passengers to wake up for evening snacks. He distributed tea kit as well as evening snacks treys when we were crossing Surat.



At 18:35 our Duranto arrived Vadodara Jn. She ran around 344 km continuously and completed that leg of the journey in just four hours. I experienced such a run on this route for the first time. Vadodara Jn was the fourth technical halt. The work horse of our Duranto was changed here from Valsad WCAM-2P to Ghaziabad WAP-7. Pre-dinner soup, dinner and morning Tea Kits were loaded in the Pantry Car. All of these activities were completed in 15 minutes and the Duranto left Vadodara Jn for next leg of journey. Few minutes later pre-dinner Tomato Soup, bread Sticks with Butter were served to us and after an hour dinner with ice cream was served. At the same time our Duranto overtook 2925 Bandra (T) Amritsar Paschim Express.

Once dinner got over most of the passengers started preparing for sleep. But I didn't do so because I wished to enjoy my first ever fastest and Duranto journey more. At 22:10 hrs. the Duranto reached Ratlam Jn which was the fifth technical halt of our journey. Here again running crew had been changed and after 10 minutes halt the Duranto proceeded towards Nizamuddin.

At 1 a.m. Duranto arrived Kota Jn before time. That was her sixth and final technical halt where crew was changed. The train left Kota Jn right time. At 5 in the early morning we crossed Mathura Jn and after half an hour catering staff came calling everyone to wake up and distributed morning tea kit with biscuits. Everyone was wishing such hot tea in cold winter morning. At 6.30 a.m. the Duronto Express arrived Hazrat Nizamuddin station, almost 25 minutes before time and I disembarked from the train with total satisfaction. I experienced such journey for the first time in my life and I enjoyed it. The memories of that journey are still alive in my mind.

I observed so many overtakes during the journey. At Vangaon after Boisar the Duranto overtook one of my favourite trains – the Karnavati Exp.

The Pune- Nizamuddin AC Duranto Express is known as 'Pune's Rajdhani Express' among the rail enthusiasts. She became very popular in very short period of time. This Duranto Express made the journey between Pune and Delhi faster and comfortable. This AC Duranto was introduced on 28th September 2009 from Nizamuddin. This is the second Duranto Express of Indian Railways. Till 4th September 2011 she was running with 5 AC-3 Tier Economy Class (Garib Rath Class) coaches. Those

coaches were later replaced with AC-3 Tier coaches.

The Duranto has changed a lot in last one decade. As per erstwhile Duranto concept she used to take only technical halts enroute and no passenger was allowed to board at those halts. But from 1st January, 2016 all technical halts have been converted into commercial halts except Khandala on Up direction and Karjat on Down direction. In March 2016 this Duranto started running with state-of-the-art LHB coaches. Nowadays she is running with 9 AC-3 Tier coaches, 3 AC-2 Tier Coaches, 1 First AC, 1 Hot Buffet Car and 2 Guard-cum-Generator Vans. Recently this Duranto has started using state of the art Head-on-Generation system. Trolleys for carrying bedrolls are provided to the staff in this Duranto. Onboard catering has now been made optional. Till February 2014 Valsad WCAM-2P AC-DC locomotive used to haul this Duranto between Pune and Vadodara Jn. But after completion of the DC-AC conversion between Pune and Virar section the Duranto started running with state-of-the-art AC locomotive from start to end. ■

pOem

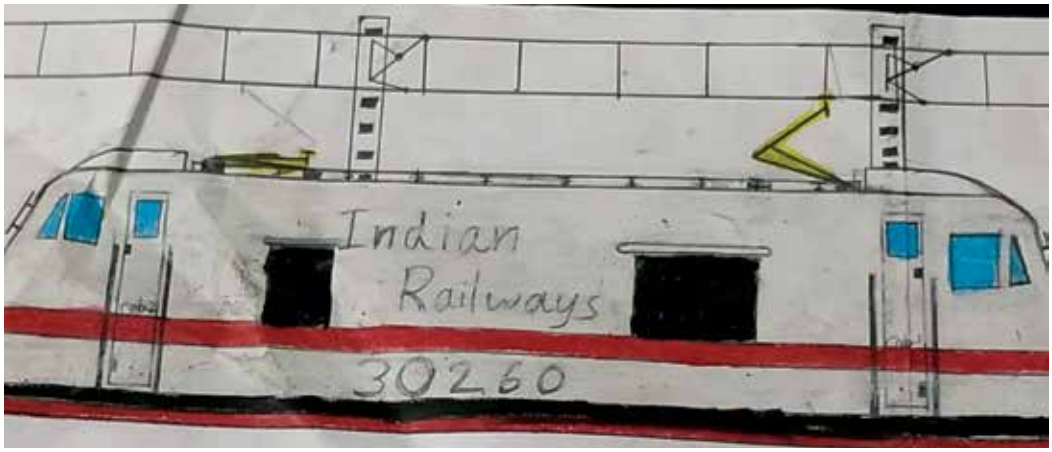
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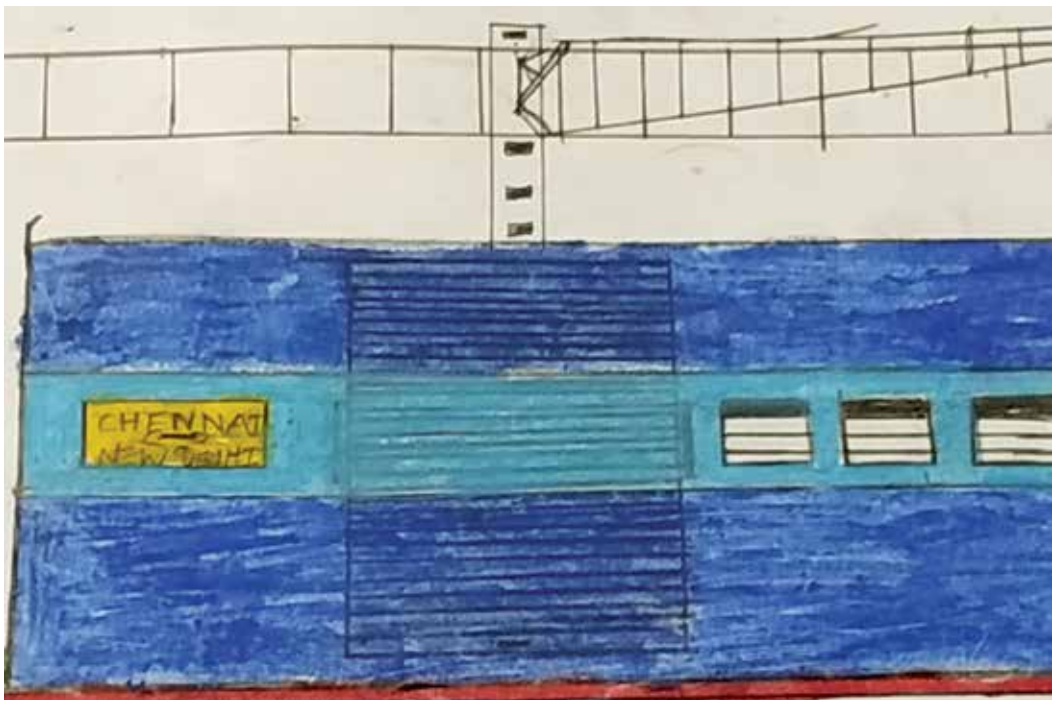
As usually I was sitting in the balcony,
After finishing my superb supper without any..!
Thoughts other than enjoying the sky moony,
My legs resting on the parapet are standing testimony;
To the state of my mind that is not jargony...!
The transistor beside me is transmitting songs many;
Transforming its brother into another world,
Another peaceful night with deep sleep to herald...!
Chhaya Geet & Mann Chahe Geet doing their bit lending euphony,
That turns any heart to light from heavy ...!
As usually the sky is blue....!
Is it really blue...?
No, it is described as blue..!
Since environmental congestion sticks to it as glue...!!
Necessity of any clue....?
No.., since it's not an intrigue...!
Consequently the moon is shining with blurred whiteness,
The stars are blinking intermittently with shyness;
As they are covered with that curtain of congestion...!
That shyness must be due to no chance of regression...!!
That occasional fast moving aircraft;
Flashing red light after blue light,
Is giving an unfathomable delight...!
The sight of that passing cloud playing hide and seek;
With the moon is hard to wordify even in Greek...!
The stars are so obscure,
That it is difficult to count them for sure...!
The odd cuckoo is singing songs elsewhere;
But it is seen nowhere...!
The hustle and bustle is deafening;
The yelling of kids is swelling...!
The radio sound level has relegated;
As all other sounds are soaring unmitigated...!
Amidst such all sorts of pollution,
A glimmer of hope, that the world is in motion;
Is flickering somewhere while worrying about the solution;
To the ever increasing pollution....!
Meanwhile a devil in the form of corona;
Has descended down with unknown persona...!
Movement of the entire world came to a grinding halt,
Mankind has tasted the worst ever jolt...!
I am sitting in the balcony as is my wont...!!
The sky is in a stunningly blue colour;
As if blue ink has spilled all over...!
The stars are now clearly visible;
Rendering the counting considerably possible...!
Scenes of white birds flying in flock;
Are melting even a man like a rock...!
The luminescent Luna is looking like a big ball of butter;
Luring Lord Krishna to revert as Little Krishna in a flutter...!
The legendary grand old granny residing on the Moon;
Is making pan cakes again gifting an unsolicited boon...!
The whole picturesque scenario is sure to turn insane;
Even the most famous painter Husain...!
But why would I need all these still;
While the whole world is standstill...!
Pin drop silence is ruling with diktat;
Human lives are falling off like birds shot at...!
The silence of the surroundings is unbearable;
Increasing number of deaths is intolerable;
Life has become so miserable;
That even in the wildest of dreams it is not desirable.....?
O God....! Keep the corona on track;
Give me my world back...!
Though it is filled with commotion;
It offers lots of emotion...! ■

Prasad KMKV
SSO (A), WAO/O/GTPL/SCRly

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