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COVER
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From The Editor

To commemorate the birth anniversary of Sardar Vallabhbhai Patel, Indian Railways observed Rashtriya Ekta Divas over all Zonal Railways to pay tribute to the Iron Man for his immense contribution towards the integration of the country. On this occasion, Shri Piyush Goyal, Minister of Railways and Commerce & Industry, led the Run for Unity from New Delhi Railway station. Indian Railways had observed Vigilance Awareness Week-2019 with the theme "Integrity-A way of life" from 28th October, 2019 to 2nd November, 2019, with a pledge to ensure transparency and accountability in Railway Administration. On the occasion of 70th anniversary of adoption of Constitution of India, Indian Railways has celebrated Constitution Day with a focus on Fundamental Duties as enshrined in Constitution of India. On this occasion, Preamble of Constitution was read out in all Offices and Establishments of Indian Railways throughout India on 26th November, 2019.

In an endeavour towards digital transformation, Indian Railways' PSU, RailTel has done remarkable job by bringing WiFi service to every nook and corner of the country on 5400 plus railway stations of Indian Railways. Shri Piyush Goyal, Minister of Railways and Commerce & Industry; and Shri Suresh C. Angadi, Minister of State of Railways has congratulated RailTel for its glorious journey and outstanding achievement.

Shri Piyush Goyal along with Shri Suresh C. Angadi, Shri Vinod Kumar Yadav, Chairman/Railway Board and other Members of Railway Board held High-Level Performance Review meeting with all General Managers and Divisional Managers of Indian Railways. European Union Delegation met Shri Piyush Goyal at Rail Bhawan on 20th November, 2019 and a high-level meeting was held to strengthen ties focusing on Digitization, Green Transport, European Union – Asia rail links and shared innovations.

A Memorandum of Understanding was signed between Railways' PSU, IRCTC and Karnataka State Tourism Development Corporation in the presence of Shri Suresh C. Angadi and Shri Vinod Kumar Yadav to run the Golden Chariot train in order to promote tourism in Karnataka.

Shri Manoj Pande, IRPS Officer, has taken over the charge of Member Staff, Railway Board. This Magazine conveys best wishes for his new assignment.

This issue also contains news on Cabinet's Approval on major issues on Railways, news from Zonal Railways and also on Railways in Lok Sabha and Rajya Sabha pertaining to on-going winter Parliament session. ⋈

20th Foundation Day of Indian Railways' PSU RailTel



Shri Piyush Goyal addressing the gathering at the 20th Foundation day of RailTel, through video conferencing, in New Delhi on November 25, 2019. Shri Suresh Angadi, Shri Vinod Kumar Yadav and other dignitaries are also seen

Indian Railways' PSU RailTel celebrated its 20th Foundation day on 25th November, 2019 in New Delhi. Minister of Railways, Commerce and Industry Shri Piyush Goyal was the chief guest of the event. Minister of State of Railways Shri Suresh C. Angadi graced the occasion as the Guest of Honour. Chairman, Railway Board Shri Vinod Kumar Yadav and Member Signal & Telecom, Railway Board, Shri Pradeep Kumar, other Railway Board Members and Senior officials from Railways, DoT, Railway PSUs, and senior officials of the Telecom sector were also present on the occasion.

Speaking on the occasion through video conferencing, Shri Piyush Goyal congratulated RailTel for its glorious journey. Shri Goyal said that RailTel is truly a millennial PSU with a short history behind and a long future ahead. RailTel has done a remarkable job by bringing Wi-Fi to every nook and corner of the country through Wi-Fi service on 5400+ railway stations. Now that the RailTel is coming of age, it needs to aim for greater heights and becomes a ₹10,000 cr. company in the coming years.

"RailTel needs to aim for greater heights and become a Rs. 10000 cr. company in the coming years"

... Shri Piyush Goyal

Praising the station Wi-Fi project of RailTel, Shri Goyal said that the 5400+ station Wi-Fi will help in making Railway stations hubs of digital transformation. 1.5 cr people are using RailTel Wi-Fi in a month. Shri Goyal also shared some heart-warming stories of Station Wi-Fi helping people in achieving their dream. Shri Goyal shared a story of a porter in Kerala who used this Wi-Fi facility to study and clear Kerala Service Commission exam and Soni Sahu, a farmer, who is learning new techniques of farming using station Wi-Fi to increase productivity,



Shri Suresh Angadi at the 20th Foundation day of RailTel, in New Delhi. Shri Vinod Kumar Yadav and other dignitaries are also seen

Shri Suresh C. Angadi said that RailTel started as a ₹15 crore company and now it is a ₹1000+ crore company. Shri Angadi congratulated RailTel for connecting 5400+ stations to Wi-Fi in such a short time. Shri Angadi also advised CMD, RailTel to expeditiously connect gram panchayats under Bharatnet to bring Wi-Fi to the rural population.

In his welcome address, CMD/RailTel, Shri Puneet Chawla elaborated on the achievements made by RailTel in the past years. Shri Chawla stressed on the fact that RailTel is one of the very few consistently profit-making, dividend paying, debt free telecom PSUs despite tough competition in the market. In the last financial year RailTel achieved 1017 crore turnover, with an operating margin of ₹184 crores.

He also spoke about some of the ongoing and new projects of RailTel, like station Wi Fi project, Railwire Saathi, NIC e-office, Video Surveillance system, Modern Train Control system etc. Shri Chawla also announced that RailTel has successfully started executing Railwire Saathi project to carryout assisted internet usage and to develop rural entrepreneurs – who will man Railwire Saathi kiosks at stations to extend various online e-governance services of Government of India to rural population. The Kiosks will be set up at 200 stations as a pilot project.

Minister of Railways and Commerce & Industry Shri Piyush Goyal and Railway Board Conducts a High Level Review Meeting with GMs & DRMs of Zonal Railways

Minister of Railways and Commerce & Industry Shri Piyush Goyal, Minister of State of Railways, Shri Suresh C. Angadi and Chairman, Railway Board Shri Vinod Kumar Yadav along with other Members of Railway Board and senior Railway officials held a high level review meeting with all General Managers of Zonal Railways/ Production Units and Divisional Railway Managers through Video Conferencing in Rail Bhavan on 20 November, 2019.



Shri Piyush Goyal at the meeting with all General Managers

The Agenda of the meeting covered performance review till Oct, 2019 including safety performance, punctuality, freight loading, earnings, expenditure, infrastructure creation and production of rolling stock.

Shri Piyush Goyal complimented Zonal Railways for improving punctuality on Indian Railways. While reviewing Divisional Key Performance Indicators (KPIs), Shri Goyal appreciated the efforts of Divisions in improving performance in various areas. Shri Goyal emphasized to General Managers to take initiatives and interact with industry to increase freight loading by attracting new traffic.

Shri Goyal also directed General Managers to explore new innovative ideas to increase earning through Non Fare Revenue (NFR) and other Coaching heads like parcel. Shri Goyal invited suggestions from officers on critical issues so as to further improve performance and efficiency of Railways. Shri Goyal further emphasized that all out efforts should be made to reduce expenditures. New technologies need to be adopted in different areas of railway working.

Shri Suresh C. Angadi emphasized that safety should be accorded the highest priority and aim should be to achieve 'Zero accident' on Indian Railways. Shri Angadi complimented the Zones and Divisions for improving punctuality. Cleanliness in trains needs to be ensured. Shri Angadi directed Zonal Railways to ensure availability of First Aid Box in passenger trains. Shri Angadi further directed that all Zones and Divisions should work to increase earnings and reduce expenditures.

While reviewing the performance of Zonal Railways in detail during the current year so far, Shri Vinod Kumar Yadav gave directions to General Managers for ensuring safety in train operations. Shri Yadav also insisted that all accidents should be analysed in detail and remedial action must be taken immediately. Shri Yadav applauded the officers for bringing significant improvement in punctuality of mail/ express trains which has increased to a level of 75% compared to 67% last year (April-October).

Digital initiatives including approval of drawings should be adopted for speedy implementation of infrastructure works. GMs of Zonal Railways should make all out efforts to improve earnings and reduce expenditures. Focus should be on reducing diesel fuel consumption. Organizational reform is top priority and 'Delivery' is sacrosanct.

Chairman, Railway Board emphasized to GMs to take initiatives to increase freight loading. Focus should be on completing New Line Commissioning, Gauge Conversion, Doubling and Electrification projects on priority within targeted time, so as to augment infrastructure and improve mobility. Shri Yadav urged the production units to increase production of locomotives and coaches in order to meet the need of increased rolling stock on Indian Railways.

Meeting of European Union Delegation with Shri Piyush Goyal, Minister of Railways and Commerce & Industry



View of the meeting

A delegation led by Ms Violeta Bulc, Commissioner, Mobility & Transport in European Union met Minister of Railways and Commerce & Industry, Shri Piyush Goyal and Chairman, Railway Board Shri Vinod Kumar Yadav on 20 November, 2019 at Rail Bhawan. During the meeting, Ms. Violeta Bulc while appreciating the gains made by interaction between Indian Railways and European Union in last two years advocated for a more proactive approach especially towards developing a long term Indian Railways – European Union partnership with focus on digitization, green transport, European Union – Asia rail links and shared innovations.

Shri Piyush Goyal thanked the Commissioner and her delegation for the excellent discussions and emphasized that Indian Railways is making rapid strides with focus on large infrastructure projects and intends to focus on 'Make in India' for new products and technologies from European Union so as to create investment & employment opportunities for Indian people. Shri Goyal further pointed out that Indian Railways is looking for investment but would like the same to come without tied conditions. Both sides agreed to work on the gains made by the seminar held between Indian Railways & European Union and further develop the relationship for more tangible gains in future.

The India-European Union Seminar on Common Rail Issues was held yesterday between Indian Railways and a high-level delegation of European Union's Mobility & Transport Division, Standardization Division and other Experts with focus on Railway Reforms and Regulations, Railway Safety and Technology (Signaling, including ERTMS), Procurement & Standardization and Digitization and Innovation. Chairman, Railway Board, Shri Vinod Kumar Yadav while inaugurating the seminar highlighted Indian Railways' impetus on infrastructure works in view of capacity constraints being faced by Indian Railways. Shri Yadav stressed the need for continuous cooperation between India and European Union in above areas of mutual interest.

Shri Piyush Goyal emphasized that Indian Railways is making rapid strides with focus on large infrastructure projects and 'Make in India' for new products and technologies.

An India-European Union Seminar on Common Rail Issues was also held between Indian Railways and a high-level delegation of European Union's Mobility & Transport Division.

The European Union delegation was led by Ms Elizabeth Werner, Director Land Transport in European Union Mobility & Transport Division. The Indian delegation was led by Mr. R N Singh, Principal Executive Director/Infrastructure in Ministry of Railways.

During the meeting, presentations were made by the both European Union and Indian sides and future areas for further cooperation were deliberated. ▸◂

Shri Piyush Goyal Flags Off and Leads the "Run for Unity" Events of Indian Railways to Commemorate Rashtriya Ekta Diwas (National Unity Day)



Shri Piyush Goyal, Shri Suresh Angadi and Shri Vinod Kumar Yadav paid tributes to Sardar Vallabhbhai Patel on his birth anniversary, to mark the Rashtriya Ekta Diwas

In commemoration of the birth anniversary of Sardar Vallabh Bhai Patel in keeping with his lofty mission of national integration and service towards the cause of the nation, Indian Railways observed Rashtriya Ekta Diwas on 31 October, 2019 with all Zonal Railways marking special events on the occasion.

"The country will always be grateful to Sardar Vallabh Bhai Patel for his immense contribution towards the integration of the country"

... Shri Piyush Goyal



Shri Piyush Goyal participating in the "Run for Unity", on the occasion of the Rashtriya Ekta Diwas, along with Shri Suresh Angadi

Minister of Railways and Commerce & Industry Shri Piyush Goyal paid floral tributes to Sardar Vallabh Bhai Patel on the occasion and administered the pledge of integrity to the officers & staff of Indian Railways.

On the occasion, Shri Goyal led the commemorative Run for Unity, which commenced from the precincts of Saloon Siding of New Delhi Station. Minister of State of Railways Shri Suresh C. Angadi, Chairman, Railway Board Shri Vinod Kumar Yadav, Board Members and Senior Railway Officers also participated in the run. Members of Voluntary organizations viz. Northern Railway Bharatiya Scouts and Guides Association, Railway Protection Force also enthusiastically participated in the run.

Speaking on the occasion, Shri Goyal said that the country will always be grateful to Sardar Vallabh

Bhai Patel who is known as "Iron Man" for his immense contribution towards the integration of the country. He added that it would not have been possible to imagine the map of the country, if Sardar Vallabh Bhai Patel had not taken the initiative to integrate the princely states. It would also have been difficult for the Indian Railways to cater to the country with several princely States as permits would have been required. Indian Railways is indebted to Sardar Patel for integrating the Nation. Sardar Patel laid the foundation of the 'Cooperative Movement' in the country which has benefitted thousands of farmers directly. On the birth anniversary of Sardar Patel, he said that we should proliferate the ideology and the thoughts of the Sardar Patel further to keep our country united, safe and developed.



Shri Piyush Goyal participating in the "Run for Unity" along with Shri Suresh Angadi

Speaking on the occasion, Shri Suresh C. Angadi said that Sardar Vallabh Bhai Patel epitomized the strength of self-discipline and sense of purpose. He played an important role in integration of the country. We are indebted to Sardar Patel for his contribution to the Nation. Similar, "Run for Unity" programs was held by the General Managers of Zonal Railways at their respective headquarters offices and at stations. Prabhat pheries/ Nukkad Nataks were organized at Zonal Railway to create awareness about the crucial role of Sardar Vallabh Bhai Patel. Integrity pledge was administered to the Railway staff in all Zonal Railways offices and stations. ▸◂

IRCTC Signs an MoU with KSTDC to Run the Golden Chariot Train



Signing of MoU in the august presence of MoSR Shri Suresh C Angadi and Minister of Tourism, Government of Karnataka, Shri C. T. Ravi in New Delhi

Indian Railway Catering & Tourism Corporation Limited (IRCTC), a tourism arm of Indian Railways, has signed an MoU with Karnataka State Tourism Development Corporation (KSTDC) to market and operate the Golden Chariot Train in New Delhi on 19 November, 2019 in the august presence of Minister of State of Railways, Shri Suresh C Angadi, and Minister of Tourism, Government of Karnataka, Shri C. T. Ravi. Chairman, Railway Board, Shri Vinod Kumar Yadav, other Railway Board Members, Officials from IRCTC & KSTDC were also present on the occasion.

> *This train will boost the tourism in Southern India*
> **... Shri Suresh Angadi**

KSTDC will soon hand over the reins of the train to IRCTC. IRCTC is planning a revamp of the train itineraries also to add different

flavours that Karnataka has to offer. The new itineraries shall be a mix of history, culture, wildlife and nature. It is proposed to include Bandipur, Mysore, Halebid, Chikmagalur, Hampi, Bijapur and Goa in the itinerary. IRCTC is expectedto commence operations from March 2020.

On the occasion, Minister of State of Railways, Shri Suresh C. Angadi said that this MoU is an important step towards the Prime Minister, Shri Narendra Modi's vision to promote tourism in India and his clarion call to the countrymen to visit at least fifteen tourism spots in the country. Shri Angadi directed the IRCTC and KSDTC to keep the price of the tickets competitive so that the common people can also avail the facility of this train. Shri Angadi added that this train will boost the tourism in Southern India. The Minister wished grand success to this project.



The Golden Chariot Train

On the occasion, Minister of Tourism, Government of Karnataka, Shri C.T. Ravi said that Government of Karnataka and KSTDC have been operating and maintaining Golden Chariot since its inception in 2008 and it is the first and only luxury train in the whole South India. The Golden Chariot showcases the rich culture and heritage of the region. He said that MoU between IRCTC & KSTDC will have mutual benefit for both the organizations and tourism will be strengthened through this partnership. The Golden Chariot train which commenced operations in 2008 is a Government of Karnataka initiative in a Joint Venture with Ministry of Railways. ▸◂

DEMU Services in Dharmanagar-Agartala-Sabroom Section Flagged Off

Taking another step towards Railway's commitment for providing better commuter service, the first ever Diesel Electric Multiple Unit (DEMU) trains in Tripura between Agartala to Dharmanagar & Agartala to Sabroom was flagged off on October 3, 2019 during a ceremonial function held at Agartala Railway station. The flagging off function was attended by Chief Minister of Tripura Shri Biplab Kr. Deb, Transport Minister of Tripura Shri Pranajit Shingha Roy, MP (LS) Smt. Pratima Bhoumik and MLAs Smt. Mimi Majumder, Shri Ram Prasad Paul, Shri Ratan Chakraborty, Shri Sudhan Das & Shri Prabhat Choudhury. Senior NFR officials including the General Manager Shri Sanjive Roy and Divisional Railway Manager / Lumding Shri Ram Bahadur Rai were also present during the occasion.


DEMU trains service flagging off at Agartala Railway station

Speaking on the occasion Shri Biplab Kr. Deb thanked N.F. Railway authority for fulfilling the long standing demand of the people of Tripura by introducing DEMU trains before the ensuing Durga Puja festival.

He said that local people will be immensely benefited with the services of this train as they will be able to come to Agartala and go back to their places after enjoying the Durga Puja. He also thanked NFR for completing the railway connectivity upto Sabroom which is very vital for the economic development of the State.

Smt. Pratima Bhoumik also in her speech mentioned that during last five years Tripura got special attention from Central Govt regarding railway related development work unlike earlier years. ▸◂

Ministry of Railways Signs MoU with Indian School of Business

Ministry of Railways and the Indian School of Business (ISB) signed a Memorandum of Understanding (MoU) on 30th October, 2019 for a strategic partnership. It was signed by Shri Vinod Kumar Yadav, Chairman, Railway Board and Professor Rajendra Srivastava, Dean, ISB, in the presence of Railway Board Members & faculty members of ISB.

The comprehensive MoU covers several aspects including executive education programs, developing research opportunities, developing case studies and pedagogical materials, and creating of a future-ready leadership pool for the Indian Railways.

Speaking on the occasion, Shri Yadav said "I am very pleased to formalize this partnership with the Indian School of Business. This strategic partnership will allow Indian Railways to build leadership talent in a rapidly changing competitive environment. The MoU will also facilitate research in areas of importance to the Railways and make the Railways an innovation and technology driven future-ready organization."

This strategic partnership will allow Indian Railways to build leadership talent in a rapidly changing competitive environment.
... Shri V.K. Yadav



Chairman, Railway Board signing MoU on behalf of Ministry of Railways

Chairman Railway Board Conducted Review Meeting of NCR



Shri Vinod Kumar Yadav addressing the review meeting held at North Central Railway Headquarters

On 2 November, 2019 Chairman Railway Board conducted a review meeting of North Central Railway at its headquarters office. All principal head of departments of NCR, DRM Allahabad Shri Amitabha and other senior officials from NCR were present in the review meeting. CRB congratulated NCR for achieving all time high punctuality in 19-20 which is more than 11 percent higher in April-September, 2019 as compared to same period of last year. In a presentation GM, NCR covered many innovations done by North Central Railway like Hot Box detector & Hanging part detection systems which are automatic way side rolling stock monitoring equipment. CRB said that such systems are need of the day as with

elimination of gates and end cabins etc. available eyes for watching safe passing of trains are coming down and such automation is way ahead. Presentation also covered many initiatives taken to improve condition of running rooms, grievance redressal of employees etc. CRB during the presentation emphasized that work of 160 kmph upgradation of New Delhi-Howrah route which is already cleared by Cabinet chaired by Prime Minister is required to be executed now. He further added that Boundary wall work which is covered under this sanctioned work is required to be taken on top priority which will bring down cattle run over cases substantially which is major cause of punctuality loss on North Central Railway. Boundary wall will also help in reducing loss of cattle due to run over thus a win-win situation. NCR is leader in solar energy usage with installed capacity of 9.8 Megawatt over its territory and work of another 2.8 Megawatt under execution reaffirming its commitment to remain eco friendly. CRB complimented NCR for recently completed major work of Yard remodeling and Electronic Interlocking at Tundla sanctioned way back in 1998-99. CRB directed officers to travel onboard more frequently to get first hand feedback from passengers. Total 21 station are covered under Mechanized cleaning and 200 trains are cleaned enroute under Clean Train Station (CTS), while 22 trains of NCR are covered under OBHS for onboard cleaning needs. IT initiatives like e-office, Human recourse management system, various web applications launched on NCR were also reviewed which are Indian Railway concrete steps towards speedy and transparent delivery.

Highlights

- Safety is most important performance parameter and Indian Railway has performed well on safety front with zero fatality during accidents in first 07 months of FY-19-20.
- Indian railway is working towards an era where it can run trains on demand in next 05-07 years while ensuring confirmed berth for everyone.
- No privatization of Railway is being done. With major thrust on infrastructure creation in last 05 years and DFC completion in the year 2020-21, there will be ample capacity to run extra passenger trains. To run these additional trains more efficiently and with improved amenities private players shall be required to work together with Railways. He further assured that all stake holders shall be taken in confidence on these issues.
- Cleanliness on station and in trains have improved remarkably and 98% of passenger coaches are now fitted with bio toilet ensuring clean tracks and less corrosion to rail fittings.
- Station name change of Allahabad Jn. to Prayagraj is in active consideration of Home Ministry and expected to be done soon.
- New Shatabdi/Intercity train between Allahabad-Lucknow shall be examined and implemented early.
- Complete electrification of Indian Railway Network in next 03 years.
- 3 New DFC routes tentatively between Kharagpur-Vijayavada, East-West and North South of approximately 5800 Kms through PPP or institutional funding routes.
- All trains will use Fog-safe (device to tell location of signal to crew based on GPS) to minimize detention of trains during fog.
- Digital initiatives like WiFi on all stations, CCTV in all coaches, Content on Demand (Localized WiFi hot spot for streaming pre-loaded media content on board) etc. are being taken in big way.

Appointments

New Member Staff, Railway Board



Shri Manoj Pande, Indian Railways Personnel Service (IRPS) has taken over as Member Staff, Railway Board and ex-officio Secretary to Govt. of India on 2nd November, 2019. Prior to this, he was working as Director General, Personnel Railway Board.

During his illustrious career Shri Pande has worked in various capacities in different Railways beginning with Central Railway, Diesel Locomotive Works, Western, West Central, South Central and South Eastern Railways.

He was the Principal Chief Personnel Officer for over 12 years in three different Zonal Railways – West Central, South Central and South Eastern Railways.

He was Executive Director/ Adviser (Training & MPP) in Railway Board prior to his promotion as Additional Member (Staff) in January, 2017.



Greater flexibility with high performance turbocharging

The TPR turbochargers bring enhanced operations for modern medium-speed traction applications. Combined with ABB's VTG (Variable Turbine Geometry) the TPR greatly extends the flexibility of locomotives to better manage the typical operating variations of rail traction, particularly load modulation and ambient conditions. With VTG, full engine power can be enabled under extreme temperatures and at altitude conditions. VTG can reduce fuel costs in a typical heavy haul rail application by up 4% in combination with engine optimization.Find out how we can enhance your engine's potential: **abb.com/turbocharging**

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Shri Piyush Goyal held a meeting through video conferencing with all General Managers regarding railways' performance in cleanliness, catering services, security, passenger amenities on 20th November, 2019

News Teller

Shri Suresh C. Angadi, Minister of State of Railways did a surprise inspection of the facilities at Vadodara station on 13 November, 2019 including those for divyangjan, and interacted with passengers for feedback. Took stock of ongoing station development works.





Shri Suresh Angadi inspected a test track for high speed rail and reviewed the progress of its implementation in Vadodara, Gujarat on 14th November, 2019



Shri Suresh C Angadi along with the team headed by Chairman Railway Board attended a meeting with CM of Karnataka & Karnataka MPs regarding Bengaluru Suburban Rail. The CM assured full co-operation towards speedy execution of the project

IRCTC has signed an MoU with Karnataka State Tourism Development Corporation to operate the Golden Chariot train in New Delhi in the presence of MOSR Shri Suresh C Angadi and Minister of Tourism, Government of Karnataka, Shri C. T. Ravi





Shri Suresh Angadi on 14th November visited National Academy of Indian Railways, Vadodara. Interacted with faculty members and probationary officers of various railway services. Also inspected the Model Room



CRB Shri V.K.Yadav attended 16th annual Convocation of MNNIT Prayagraj as Chief Guest. Shri Yadav, an alumnus of the Institute said that by 2030 Indian Railways is expecting an investment of Rs 50 lakh cr and called upon young engineers to take Railways and country to newer heights



Railways Shares Joy of Festivities: This festive season, Railways is running nearly 2500 special services to ensure safe, smooth & comfortable travel for all passengers



Railways has undertaken several initiatives like rigorous monitoring, upgradation of infrastructure and rationalisation of time table that has helped achieve better punctuality of trains and enhanced convenience to passengers



In a new environment friendly initiative, Indian Railways is cutting down on its energy bills by introducing the HOG (Head-on-Generation) technology on its network



Transparent & Customer Friendly Refund System: Now get OTP based refund against cancelled ticket or fully waitlisted dropped ticket



Make in India Continues to Power India's Growth Story: CLW in West Bengal produced its 7000th electric locomotive. It breaks new records as the first 1000 locomotives took 25 years, the last 1000 locomotives were produced in 2.5 years only



Indian Women's Hockey Team



Shri P. Suresh, Powerlifter of Indian Railways, won Bronze Medal in 59 Kg. category in Open World Championship held in Dubai, UAE from 18-23 November, 2019



A Heritage steam loco WG 8258, weighing 161 ton, more than 50 years old, complete with Boiler and Tender has been placed in the circulating area of Sahibganj station of Malda division of Eastern Railway. Only 9 such locos have been preserved on Indian Railways



Statue of Legendary Freedom Fighter Veer Rani Kitturu Chennamma installed at Rail Soudha, South Western Railway HQ office in Hubballi



Ariel view of train passing over sparkling waters on Aghanashini River Bridge near Kumta Railway station in Konkan Railway



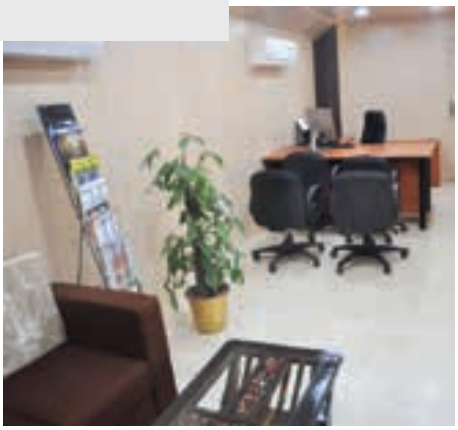
Newly opened Retiring Rooms/ Dormitory at Gorakhpur Railway station



Artworks made from scrap on display at Ujjain Station

An office complex at National Rail Museum, New Delhi : Uniquely designed on theme of railway station, with space for staff to sit in these coaches. These condemned coaches are converted into new office at minor cost







BORDLINE® BC

Next generation compact battery charger for all rolling stock applications

The BORDLINE® BC battery charger is a compact, lightweight unit designed to charge the train batteries and supply DC loads. The new series of BORDLINE® BC are highly compact and complements ABB's large stand-alone auxiliary converter and battery charger product family. Compatible with all types of train batteries, it employs ABB's well proven modular platform design incorporating silicon carbide (SiC) power semiconductors that translates into dramatically reduced size, weight, cooling requirements and increased system efficiency, all critical factors for rail operators.

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Transportation of e-Commerce Packages in Indian Railways

A pilot project was launched to study the feasibility of using Railways' parcel service for e-tail players under which Amazon India has been provided 2.5 tonnes space in the SLR/Break Van under Guard's charge for loading/unloading of consignments, in 12314/12313 New Delhi-Sealdah Rajdhani Express and 12952/12951 New Delhi-Mumbai Rajdhani Express trains. Detailed guidelines will be formulated based on the outcome of the Pilot Project. The amount targeted to be earned by Railways during the financial year (2019-20) through freight and passenger travel are ₹1,43,000 crore and ₹56,000 crore respectively. Indian Railways continuously strives to improve passenger as well as freight traffic and earnings over its network.

Some of the initiatives taken to improve passenger traffic and earnings are augmentation of on-board capacity, rationalisation of Flexi fare scheme, extension of Alternate Train Accommodation VIKALP scheme, increase in number of RAC berths to provide additional accommodation, etc. Similarly, various schemes have been introduced to increase earnings from freight business, such as Liberalised Automatic Freight Rebate scheme for traffic loaded in empty flow direction, Long Term Tariff Contracts (LTTC) with key freight customers, Station to Station rates (STS), de-notification of large number of commodities to bring them under FAK rates, etc. Also, to enhance the freight performance of Indian Railways, steps such as increasing the axle load and length of freight train, use of extensive computerization, deployment of higher capacity wagons and locomotives, improvement in track and signaling, etc are being taken. ▸◂

Redevelopment of Railway Stations

Ministry of Railways through various agencies is undertaking techno-economic feasibility studies of Railway stations.

Based on the outcome of these feasibility studies, stations are planned to be taken up for redevelopment in phases.

The cost of station redevelopment project is to be met by leveraging commercial development of land and air space in and around the stations.

Presently, work of redevelopment is in progress at Gandhinagar (Gujarat) and Habibganj (Bhopal) stations.

The facilities proposed in a redeveloped station include congestion free non-conflicting entry/exit to the station premises, segregation of arrival/departure of passengers, adequate concourse without overcrowding, integration of both sides of the city wherever feasible, integration with other modes of transport systems e.g. Bus, Metro, etc., user friendly international signage, well illuminated circulating area and sufficient provision for drop off, pick up & parking etc.

Various developers have shown interest in redevelopment of stations on Indian Railways.

All major railway stations on Indian Railways are planned to be taken up for redevelopment, especially the stations located in major cities, pilgrimage centres and



important tourist destination, including Sawai Madhopur station. ▸◂

Railway Projects

At present 498 Railway projects including 188 New Lines, 55 Gauge Conversion and 255 Doubling Projects are in different stages of execution/planning/sanction. The total length of these projects is 49,069 km costing ₹6.75 Lakh Crore. The project wise details of projects are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget).

The timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, number of working months in a year for particular project site due to climatic considerations, earthquake, flooding, excessive rains, strikes of labour, orders of Courts, etc. All these factors vary from project to project and site to site and affect the completion time and cost of the project, which is finally worked out at the completion stage.

To ensure that projects are completed in time without cost overrun, lot of monitoring is done in Railways at various levels (field level, divisional level, zonal level and Board level) and regular meetings are held with the officials of State Government and concerned authorities to resolve the pending issues that are obstructing the progress of projects. Railway has adopted the concept of incentives to the contractor in the form of bonus clause in contracts which will further enhance the pace of execution of projects. For capacity enhancement projects, etc. institutional financing has been done by arranging loan of ₹1.5 lakh crore, which has increased Railways' capacity for committed fund provision for essential projects. ▸◂

World Class Railway Stations

Ministry of Railways have planned for redevelopment of railway stations through Indian Railway Stations Development Corporation Limited (IRSDC), Rail Land Development Authority (RLDA) and other Central Government agencies. All major stations on Indian Railways have been entrusted to these agencies for undertaking the techno-economic feasibility studies. Based on the outcome of the feasibility studies the stations are planned to be taken up for redevelopment, in phases. Redevelopment of stations is planned through leveraging commercial development of vacant land and air space in and around railway stations, i.e. station redevelopment projects shall generally be cost neutral to Railways.



Works for redevelopment of Habibganj (Bhopal) and Gandhinagar stations are in progress. Ministry of Railways is redeveloping Bhubaneshwar Station in cooperation with Govt of Odisha. RLDA has also entered into an MoU with Massouri Dehradun Development Authority (MDDA) for redevelopment of Dehradun Railway Station. Rail Land Development Authority (RLDA) has signed an MoU with National Highway Authority of India in April-2019, for redevelopment of Ajni (Nagpur) station as a Multi-modal Hub. Station redevelopment program is first of its kind and complex in nature and requires detailed techno-financial feasibility studies and various statutory clearances from local bodies etc.

Installation of Solar Panels on Railway Stations

So far 95.67 Mega Watt (MW) of Rooftop Solar Power has been installed on various Railway buildings, including 835 Railway stations. The Zone-wise details of these Railway stations is as under:

Zonal Railway	No. of Stations provided with Solar Panels
Central	21
Eastern	39
East Central	105
East Coast	14
North Central	32
North Eastern	71
Northeast Frontier	42
Northern	51
North Western	104
South Central	49
South Eastern	13
Southeast Central	15
Southern	52
South Western	132
West Central	23
Western	69
Metro	3
Total	835

Indian Railways plans to install solar energy panels in other stations depending upon site availability and feasibility. So far, tenders for 248.46 MW capacity have been awarded by Railway Energy Management Company Ltd. (REMCL) and are under different stages of execution. This will cover the rooftops of Railway station platforms shelters and various other Railway buildings. The details of Zone-wise Solar rooftop projects awarded by REMCL are as under:

Zonal Railways/ Production Units	Awarded Rooftop Solar Capacity (in MW)
CLW	7.64
Central Railway	20.85
DLW	6.83
Eastern Railway	19.79
East Coast Railway	14.83
East Central Railway	12.65
Integral Coach Factory	2
Metro Kolkata	5.54
North Central Railway	10
North Western Railway	11.68
NF Railway	1.88
Northern Railway	23.63
North Eastern Railway	13.92
Research Design and Standards Organization	1.08
Rail Coach Factory	0.9
Southern Railway	10.69
Southeast Central Railway	4.38
South Eastern Railway	24.94
South Central Railway	33.14
South Western Railway	2.46
West Central Railway	9.63
Western Railway	10
Total	248.46

Indian Railways has plans to provide 500 MW rooftop solar plants by 2021-22. Most of this work is being done in Public Private Partnership (PPP) mode (Developer mode) by private partners, in which Railways do not have to incur capital expenditure. Work of provision of Solar panels on trains is also being done by private partners.

Head on Generation (HOG) System in Indian Railways

Indian Railways has adopted an energy-efficient power supply system for coaches called Head On Generation (HOG) system wherein power supply is drawn from Over Head Equipment (OHE) through converters provided in electric locomotive (WAP-7/WAP-5) for coach AC, lighting, fans etc. This system is being provided in End On Generation trains, where power cars equipped with DG sets, are provided at both the ends. The system is considered to provide a cost effective, reliable and energy efficient supply system for coaches. This eliminates use of Diesel Alternator set in power cars which creates noise & air pollution.

There is huge saving in diesel fuel consumption of power cars with introduction of HOG system in Linke Hofmann Busch (LHB) coaches. So far, 500 trains have been converted to HOG system resulting in approx. savings to the tune of ₹1182.22 crore per annum.

During 2019-20, it is planned to convert balance (200 trains) End On Generation (EOG) LHB rakes into HOG system. By conversion of such trains, Indian Railways is likely to save approx. ₹470 crore per annum.

Steps Taken by Railways for Safety and Security of Passengers

Policing on Railways being a State subject, prevention of crime, registration of cases, their investigation and maintenance of law & order in Railway premises as well as on running trains are the statutory responsibility of the State Governments, which they discharge through Government Railway Police (GRP)/ District Police. Cases of Indian Penal Code (IPC) crimes are registered and investigated by the concerned GRP. Railway Protection Force (RPF) supplements the efforts of GRP to provide better protection and security to passenger area & passengers and for matters connected therewith. The following steps are also being taken by the Railways for safety and security of passengers in trains and at stations:-

- On vulnerable and identified routes/ sections, 2200 trains (on an average) are escorted by Railway Protection Force daily in addition to 2200 trains escorted by Government Railway Police of different States daily.
- Surveillance is kept through CCTV cameras, provided at about 473 stations over Indian Railways, to ensure safety and security of passengers.
- Security Help Line number 182 is operational over Indian Railways for security related assistance to passengers in distress.
- Through various social media platforms viz. twitter, facebook etc., Railways are in regular touch with passengers to enhance security and address their security concerns.
- An Integrated Security System (ISS) consisting of surveillance of vulnerable stations through CCTV Camera Network, Access Control etc. has been sanctioned to improve surveillance mechanism over 202 railway stations.
- Anti sabotage checks are undertaken with sniffer dogs at all major stations as well as in trains. Further baggage scanners are being used at entry points of major stations for checking of luggage of passengers and use of Door Frame Metal Detectors (DFMD) & Hand Held Metal Detectors (HHMD) are ensured.
- Time to time mock bomb blast drills are conducted at some major & sensitive Railways stations over Indian Railways by the Railway authorities in full coordination with sister agencies to check preparedness of the disaster management teams & equipments.
- Close liaison is made by the Railways with the State Police/GRP authorities, Central & State Intelligence agencies and Civil authorities at all levels for prevention of crime, registration of cases, their investigation and maintenance of law & order in Railway premises as well as on running trains.
- RPF Special Task Force teams, Crime Prevention and Detection Squads etc. are functioning to curb passengers' related offences. Surprise checks are conducted in night hours and staff are briefed to be extra vigilant & alert.



Steps Taken by Railways to Avoid Delay of Trains in Fog

A large number of trains are affected every year during foggy weather in the winter months in Northern parts of the country. The following steps have been taken to avoid delay of trains during the foggy weather:-

- To enhance the level of safety when the trains running in automatic block signaling sections, a modified automatic signaling system has been introduced in Northern Railway and North Central Railway which restricts the number of trains between two stations during foggy weather.
- Luminous paints/strips have been provided on the Signal Sighting Boards viz. Passenger and Goods warning boards, signals at stations/ interlocked Level Crossing Gates and Semaphore signal arms to enhance visibility of signal aspects to loco pilots.
- Inspection at Officer and supervisor level, including night inspections, are being carried out during foggy weather for spreading more awareness and alertness among the maintenance staff.
- To assist the Loco Pilots to run the train during foggy weather condition, Fog PASS Device, a Global Positioning System (GPS) based hand held portable device, which is not installed on a locomotive as such, is given to Loco Pilots in fog affectedsections. It serves as an aid for the crew during foggy weather through audio visual alarm, wherever any landmark comes within the Geo-fence range. Location of stations, warning boards, signals, level crossing gates and Whistle for Level crossing (W/L) boards in the section is fed in the equipment. It displays speed of the locomotive, distance and time to reach landmarks and is carried by the Loco Pilots.

Eco Smart Railway Stations

National Green Tribunal (NGT) has ordered to develop at least 5% of major stations as Eco–smart stations. Accordingly, 5% of 720 major stations were selected covering 2-3 stations from each of 16 Zonal Railways, which resulted in a total of 37 stations.

As per NGT's directions, list of 37 stations has also been uploaded on Indian Railways website on the following link:- http://www.indianrailways.gov.in/railwayboard/uploads/directorate/Environment_Management/ 2019/EnHM_Station_List_13082019.pdf.

Modernisation of Railway Stations

Modernisation/upgradation of Railway stations in Indian Railways is a continuous and ongoing process.

This has been undertaken from time to time under various modernization schemes such as Model Station Scheme, Modern Station Scheme and Adarsh Station Scheme.

The development of stations under 'Model Station Scheme' (June, 1999 to November, 2008) and 'Modern Station Scheme' (2006-07 and 2007-08) had since been completed.



Further, upgradation of stations under Adarsh Station Scheme was started from 2009-10. Selection of Railway stations under this Scheme is based on the identified need for upgradation of amenities. 1253 stations have been identified for development under Adarsh station Scheme out of which 1149 railway stations have been developed so far and the remaining stations are planned to be developed by 2019-20.

Presently, development of stations under 'Adarsh' Station Scheme including upgradation and maintenance of railway stations is undertaken through departmental means and outsourcing. The allocation/expenditure on works of modernization including development of stations under 'Adarsh' Station Scheme is generally funded under Plan Head – 'Passenger Amenities'.

Rashtriya Rail Sanrakshan Kosh

The Rashtriya Rail Sanraksha Kosh (RRSK) has been created in the form of a Reserve Fund. The fund will receive a corpus of Rs1 lakh crore over a period of 5 years starting from 2017-18. Details of funds allocated under Rashtriya Rail Sanraksha Kosh (RRSK) during the financial years 2017-18, 2018-19 (Prov) and 2019-20 (BE) are shown in the following table:

(Rs in cr.)

Year	Allocation
2017-18	16090.75
2018-19 (Prov)	18015.33
2019-20 (BE)	20000.00

Minor-Head wise details of utilization of funds under RRSK in 2018-19 are shown below:

(Rs in cr.)

Minor Head	Actual 2018-19 (Prov)
16-Traffic Facilities	498.23
21-Rolling Stock	1637.28
29-Level Crossings	678.60
30-Road Over/Under Bridges	3488.82
31-Track Renewals	9697.31
32-Bridge Works	516.72
33-Signalling and Telecom Works	1461.29
36-Other Electrical Works	349.79
41-Machinery & Plant	179.82
42-Workshops incl PUs	202.67
53-Passengers Amenities	795.10
64-Other Specified Works	42.00
65-Training/HRD	48.01
Credits/recoveries	1580.31
Total	18015.33

Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuous basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and safety inspections at regular intervals to monitor and educate staff for observance of safe practices. Preventive and predictive maintenance of the Railway assets is undertaken to ensure safe train operation. Safety devices/systems being used to prevent accidents include Electronic Interlocking, track circuiting, provision of Block Proving Axle Counters, Colour Light LED Signals, Train Protection and Warning System, Vigilance Control Device, Fog Pass Device, usage of 52 kg/60 kg, 90 or higher UTS rails and pre-stressed Concrete Sleepers, use of Ultrasonic Flaw Detection of rails and welds at predefined periodicity to detect internal flaws in rails/welds. Electronic monitoring of track geometry is carried out to detect defects and plan maintenance. Steel Channel Sleepers on girder bridges are being used while carrying out primary track renewals. Further, it has been decided to lay Thick webs switches, Weldable Cast Maganese Steel crossings on identified routes. Progressive use of Linke Hofmann Busch Coaches, use of Centre Buffer Couplers with Integral Coach Factory Coaches, etc. Railway tracks are replaced on age-cum-condition basis through track renewal works which is an ongoing process.

Other measures include training of loco pilots and other safety category staff, improvement of their working conditions including proper rest and periodic medical examination etc. Besides, patrolling of tracks, footplate inspections and safety reviews at various levels, etc. are regularly conducted to continuously monitor and improve safety aspects of the Indian Railways. Due to these efforts, the number of consequential train accidents have reduced from 135 in 2014-15 to 59 in 2018-19.

Elimination of Unmanned Level Crossings

All unmanned Level Crossings (LCs) on Broad gauge have been eliminated by January 2019. However, on manned LCs, Road over Bridge (ROB) in lieu of these LCs are being constructed on cost-sharing basis if traffic density is more than one lakh Train Vehicle Unit (TVU) subject to consent of State Government for closure of the LC and sharing of cost. State-wise details of Number of Road Over Bridges including Uttar Pradesh, Bihar and Rajasthan sanctioned on cost sharing basis as per Pink Book 2019-20 are as under:

State	Road over Bridges
Andhra Pradesh	66
Assam	1
Bihar	119
Chhattisgarh	29
Delhi	4
Goa	3
Gujarat	127
Haryana	74
Jammu & Kashmir	1
Jharkhand	41
Karnataka	42
Kerala	109
Madhya Pradesh	92
Maharashtra	102
Odisha	42
Puducherry	5
Punjab	18
Rajasthan	62
Tamil Nadu	148
Telangana	45
Uttar Pradesh	312
Uttarakhand	6
West Bengal	87
TOTAL	1535

Normally, Railway undertakes construction of ROBs in Railway portion whereas approaches are being constructed by State Government. Generally, there is no problem of construction of ROBs in Railway portion. However, it is difficult to fix the time schedule as construction of ROBs on approaches depends upon many factors such as availability of land, removal of encroachments, fixing the alignment of approaches, allocation of requisite funds etc. Level Crossings are not closed unnecessarily. These are closed against road traffic for the safe passage of train or trains or any other Railway operations. These are required to ensure safety of both rail and road users.

Upgradation of Railway Stations in North East States

The details of railway stations upgraded in the North-East States are as under:

Upgradation of stations on Indian Railways is a continuous and on-going process. Works for improvement of passenger amenities are undertaken depending upon need, volume of passenger traffic and inter-se priority, subject to availability of funds. Railway stations are upgraded/modernized under 'Adarsh' Station Scheme. So far, 30 stations in the North-East States have been identified under 'Adarsh Station Scheme' and all stations have been upgraded. List of these 30 stations is as under:-

State	Name of Adarsh Stations	Nos. of station
Assam	Rangapara North, Silchar, Badarpur Junction, Srirampur Assam, Gosaigaon Hat, Fakiragram, Salakati, Basugaon, Tipkai, Bijni, Tihu, Goreswar, Udalguri, Tangla, Rowta Bagan, Barpeta Road, Hojai, Rangiya Junction, Jakhalabandha, Jorhat Town, Karimganj Junction, Kokrajhar, New Bongaigaon, Jagiraod, Tatibahar, Bongaigaon, Furkating & Narengi.	28
Nagaland	Dimapur	1
Tripura	Pencharthak	1
	Total	30

In addition, in the year 2018-19 in North-East States 03 stations namely Rangiya, Guwahati and New Tinsukia Railway Stations have been taken up for development under 'Soft upgrades improvements at stations'. The following facilities have been added/improved at these stations:

Station Name	Facilities Added/Improved
Rangiya	Waiting halls, Parking area, Wi-fi Lounge, Toilets, Platform surface, refreshment room and Station façade with circulating area have been improved.
Guwahati	Modular Water vat (29 nos.), Octagonal benches(19 nos.), Retiring room (12 nos.), Cloak room with individual locking facility provided. Waiting halls, Platform surface, toilets, retiring rooms improved. 02 Lifts and 04 Escalators have been provided.
New Tinsukia	Paid executive lounge, 1st class waiting hall for ladies, commercial outlets (06 nos.), RO water booths (20 nos.) provided. 2nd class and upper class waiting hall capacity, VIP lounge, platform surface and toilets improved.

Foot Over Bridges have been completed at 8 Stations namely Mandardisha, Pencharthal, Haitikhali, Dhalpukhuri, Lanka, Habaipur, Lamsakhang and Patharkhola. 13 New Railway Line projects have been taken up in N.E. Region which are at different stages of planning/ approval/ execution. Details of these projects including fund allocation are as under:

Project	Year of sanction	Length (in km)	State(s)	Latest Anticipated Cost (₹ in Cr.)	Outlay for 2019-20 (₹in Cr.)
New Moynaguri-Jogighopa New Line with Gauge conversion of new Mal-Moynaguri Road and New Changrabanda-Changrabanda	2000-01	289	Assam, West Bengal	3300	100
Jiribam-Imphal	2003-04	111	Manipur	13809	850
Dimapur (Dhansiri)-Zubza (Kohima)	2006-07	83	Assam, Nagaland	3000	500
Teteliya-Byrnihat	2006-07	22	Assam, Meghalaya	1532	125
Bhairabi-Sairang	2008-09	51	Mizoram	5021	750
Sivok-Rangpo	2008-09	44	Sikkim, West Bengal	4086	200
Byrnihat-Shillong	2010-11	108	Meghalaya	6000	0.10
Murkongselek-Pasighat	2011-12	26	Assam, Arunachal Pradesh	661	2
Agartala (India)–Akhaura (Bangladesh)	2012-13	11	Tripura, Bangladesh	970	100
New Line (To be sanctioned)					
	2013-14	257	Nagaland	4274	0.10
	2017-18	99	Assam	5958	0.10
	2017-18	62	Assam	2696	0.10
	2017-18	25	Assam	3512	0.10

Doubling of Railway Lines

Presently, 255 Doubling projects of length 20,500 Km costing ₹2.32 lakh crore are in different stages of planning/sanction/execution, out of which 2,784 Km length has been commissioned and an expenditure of ₹48,342 crore has been incurred till March 2019. Total outlay of ₹17,602 crore has been provided for the projects in financial year 2019-20. Details of doubling projects in progress and new works including expenditure and outlay are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget). The timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic considerations, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. All these factors vary from project to project and site to site and affect the completion time and cost of the project, which is finally worked out at the completion stage. Therefore, timeline for completion of projects cannot be given.

Centralised Catering Services Monitoring Cell in Railways

The number of grievances related to catering services that were received by Centralised Catering Services Monitoring Cell (CSMC) in the past five years and the number of them that were resolved are as under:-.

Year	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Total Complaints	1649	2599	4324	4328	4286	17186
Complaints Resolved	1649	2599	4324	4328	4286	17186

The number of regular and surprise inspections conducted by Railway officials in the past two years for monitoring of quality and hygiene along with the action taken are as under:-

Year	Type of Inspection conducted	Total no. of Inspections	Details of penal action taken during Inspections.						
			Fined		Warned	Termination	Satisfy Advised	Other Action	Total
			No. of cases	Amount of fine imposed (in ₹)					
2017-18	Regular Inspections	36737	12847	4,39,22,659	5432	0	8088	10370	36737
	Surprise Inspections	4377	2097	82,13,698	938	0	826	516	4377
2018-19	Regular Inspections	43096	12153	3,55,36,565	6848	0	11349	12746	43096
	Surprise Inspections	4704	2235	76,75,616	983	1	692	792	4704

To conduct third party audit of catering services, NABCB-accredited audit agencies are appointed by IRCTC. M/s. TUV India Private Limited was engaged by IRCTC to conduct third party audit of catering services on Indian Railways which has completed the task of audit in August, 2019. Presently, no NABCB-accredited auditing agency is associated with Railways.

Railway Projects in North East States

Presently, 20 projects costing ₹73,214 crore for 1,786 km length falling fully / partly in Assam and North Eastern Region are under different stage of planning/ approval/ execution - 14 New Line projects covering a length of 1,302 km at a cost of ₹57,826 crore and 6 Doubling projects covering a length of 483 km at a cost of ₹15,388 crore.

During 2014-19, execution of projects have been speeded up and more fund allocations have been made for the projects. Following projects have been completed and commissioned from 2015 onwards in North Eastern Region:

(1) Harmuti-Naharlagun new line (21.75 km) project commissioned in 2015.
(2) Rangiya-Murkongselek Gauge Conversion (505 km) project commissioned in 2015.
(3) Lumding-Silchar Gauge Conversion (421 km) project commissioned in 2015.
(4) Kumarghat-Agartala new line (109 km) project commissioned in 2016.
(5) Bhairabi-Sairang Gauge Conversion (51.38 km) project commissioned in 2016.
(6) Bogibeel Bridge with linking lines new line (73 km) project commissioned in 2018.
(7) Agartala-Sabroom new line (112 km) project commissioned in 2019.
(8) Hojai-Lumding doubling (44.92 km) project commissioned in 2019.

The timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic considerations, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/ contractors etc.

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Projects in North Eastern Region were previously suffering mainly on account of shortage of funds but during 2014-19, execution of projects have been speeded up and more fund allocations have been made for the projects. Following projects have been completed and commissioned from 2015 onwards in North Eastern Region:

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As such, confirmed completion time for remaining projects cannot be fixed.

MoU between India and Switzerland for Technical Cooperation in Rail Sector

Memorandum of Understanding has been signed between Ministry of Railways of the Republic of India and Federal Department of the Environment, Transport and Communications of the Swiss Confederation on 31 August, 2017 for technical cooperation in Rail sector with following areas of cooperation: • Traction Rolling stock, • EMU and Train sets, • Traction Propulsion Equipments, • Freight and Passenger Cars, • Tilting Trains, • Railway Electrification Equipments, • Train scheduling and operation improvement, • Railway Station modernization, • Multimodal transport, • Tunneling technology, • Any other area jointly identified by the participating countries.

The First Joint Working Group Meeting under the Memorandum of Understanding was held on October 21, 2019 in which areas of rolling stock, electrical sub-systems, system integration, overhead contact system (rigid catenary and retractable overhead equipment) and inter-modal transport were discussed.

The details of some of the major items of Switzerland based companies which have been approved by Research Design and Standards Organisation and currently being used in Indian Railways are as under:

• WAG 9 and WAP 5 electric locomotives were imported from ABB Switzerland in early 1990s.
• Huber Schuner, a firm based in Switzerland is an approved supplier of cables for electric locomotives.
• Arthur Flury, a firm based in Switzerland is an approved supplier of short neutral section assembly and has been supplying to Indian Railways for the last 20 years.

Automatic Ticket Vending Machines

One-touch ticketing facility through Automatic Ticket Vending Machines (ATVMs) has been launched in 486 ATVMs over Western Railway and 92 ATVMs over Central Railway in Mumbai Suburban Railway Network.

The salient features and objectives of these 'one-touch ATVMs' are as follows: i) Selection of destination station can be done with one touch, ii)One can select station within the distance slab, iii) Issue of tickets to top 20 destination stations can be done, iv) Platform tickets can also be issued with single touch, v) One screen can be used for selecting single and return journey tickets, vi) The objective is to reduce waiting time and transaction time of passengers and to avoid standing in long queues. In regular ATVMs, unreserved tickets for all stations over Indian Railways for which route is defined in UTS can be bought using the smart card. However, in one-touch ATVMs, unreserved tickets can be bought only for 20 select destination stations.

An outlay of ₹26.5 Cr. has been provided during 2019-20 under the Project 'Extension of Automatic Ticket Vending Machines' over all Zonal Railways. The passenger can get the ticket within 6 seconds. This has reduced the transaction time and waiting time of passengers.

Security Cameras in Trains

It has been decided to fit Closed Circuit Television cameras in trains / coaches of Indian Railways. Till date, CCTV cameras have been provided in more than 2,000 coaches in around 114 Mainline trains, 88 Electric Multiple Unit (EMU) rakes and 4 Mainline Electric Multiple Unit (MEMU) rakes.

Convenience Fee on Railways e-Tickets

Indian Railway Catering and Tourism Corporation (IRCTC) levies service charge as per market conditions since the introduction of online ticketing facility over Indian Railways in 2002. In order to incentivize digital payments, the aforesaid service charges were temporarily withdrawn in November, 2016.

However, IRCTC incurs substantial expenditure on providing online ticketing facility. Further, many initiatives like Alternate Train Accommodation Scheme 'VIKALP', Artificial Intelligence based Passenger Name Record (PNR) confirmation predictor etc. have been introduced on the IRCTC website to enhance passenger convenience and user-experience. In order to defray the cost incurred in maintenance, upgradation and expansion of ticketing infrastructure, a convenience fee of ₹15 + GST per ticket for Non-AC Classes and ₹30/- + GST per ticket for AC Classes is being levied by IRCTC w.e.f. 1 September, 2019.

The online ticket booking facility provided by IRCTC is one of the most passenger friendly initiative of Indian Railways. Even after the levying of the convenience fee, online ticketing through IRCTC has continued its upward trend and it presently constitutes about 72% of total reserved tickets booked on Indian Railways. At present, there is no proposal to reconsider the decision of introducing convenience fee on e-tickets.

Steps Taken by Indian Railways to Avoid Incidents of Derailment of Trains

Zone-wise and year-wise number of consequential train derailments during the last three years i.e. 2016-17 to 2018-19 and the current year (from 1st April to 31st October, 2019) are given below:-

Zonal Railway	2016- 17	2017- 18	2018- 19	2019-20 (Upto 31st October, 2019)
Central	7	8	4	5
Eastern	5	1	0	2
East Central	13	6	6	3
East Coast	6	4	2	0
North Central	4	3	0	3
North Eastern	1	4	4	0
Northeast Frontier	5	1	4	1
North Western	2	2	4	2
Northern	10	10	10	4
South Central	1	3	1	2
South Eastern	0	2	3	0
South East Central	5	1	0	0
South Western	1	1	1	0
Southern	7	3	4	1
West Central	2	0	1	3
Western	8	4	2	3
Konkan	1	1	0	0
Kolkata Metro	0	0	0	0
TOTAL	78	54	46	29

The following steps have been taken to avoid incidents of derailments and to improve safety of railway tracks:-

During 2018-19, 4181 km track renewal had been carried out. For the current year i.e. 2019-20, 2643 km track renewal has been carried out upto October, 2019.

In order to improve safety, modern track structure consisting of Prestressed Concrete Sleeper (PSC), 60kg, 90 or higher Ultimate Tensile Strength (UTS) rails, fanshaped layout turnout on PSC sleepers, Steel Channel Sleepers on girder bridges is used while carrying out primary track renewals.

Long rail panels of 260M/130M length are being manufactured at the steel plant to minimize number of Alumino Thermit joints in the track.

Provision of Thick Web Switches (TWS) is planned for all important routes of IR. To expedite provision of TWS, procurement of Thick Web Switches has been decentralized to zonal railways.

Cold weather patrolling of the railway tracks is done during the coldest part of the night in cold months of the year to look out for weld/rail fractures for ensuring safety.

Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails. USFD Vehicular testing system has been introduced and implemented successfully on Northern Railway.

GPS trackers are being provided to keyman and patrolmen to monitor their movement and to report any unsafe condition noticed by them instantaneously.

Mechanization of track maintenance is being carried out to reduce human errors.

Track management system has been introduced on Indian Railways for development of database and decision support system and to decide/rationalize maintenance requirement and optimize inputs.

Safety drives and inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.

The total expenditure on Repairs & Maintenance of Permanent Way & Works during the last three years i.e. 2016-17 to 2018-19 and the current year (from 1st April to 31st October, 2019) are given below:-

Year	Total expenditure on Repairs & Maintenance of Permanent Way & Works (₹ in crores)
2016-17	12244.36
2017-18	13499.96
2018-19	14558.75
2019-20 (Upto 31st October, 2019)	9768.25

Onboard Housekeeing Services in Running Trains

Cleanliness is a continuous process and every endeavour is made to keep the coaches including toilets in properly maintained and clean condition. Some of the major initiatives taken by Indian Railways towards improvement of cleanliness of trains are as follows:

- Cleaning of coaches including toilets of trains is done at both ends, including mechanized cleaning.
- Onboard Housekeeping Service (OBHS) has been provided in nearly 1090 pairs of trains including Rajdhani, Shatabdi and other important long distance Mail/Express trains for cleaning of coach toilets, doorways, aisles and passenger compartments during the run of the trains.
- 'Coach Mitra' service has been provided in around 1050 pairs of OBHS trains as a single window interface to register coach related requirements of passengers such as cleaning, disinfestation, linen, train lighting, air conditioning and watering of coaches.
- Clean Train Station (CTS) scheme has also been prescribed for limited mechanized cleaning attention to identified trains including cleaning of toilets during their scheduled stoppages enroute at nominated stations.
- Pest and rodent control of coaches is being done on a regular basis through authorised professional agencies. Fumigation is also done for pest control.
- Earlier, dustbins were provided in AC Coaches only. Now, provision of dustbin is also being done in Non-AC coaches.
- Indian Railways is proliferating bio-toilets on its coaching stock so that no human waste is discharged from coaches on to the track.
- Regular checks are conducted at officers / supervisors levels, and corrective action is taken wherever any deficiency is noticed.
- Cleanliness drives and awareness campaigns are also carried out from time to time.

Act East Policy and Rail Connectivity

At present, India is having transport connectivity with its neighbouring countries by rail/road/air/water routes as the case may be for a particular country. Improved rail connectivity is likely to further boost the trade & relationship. Railway Projects taken up between India and Bangladesh, Bhutan, Nepal and Myanmar are:

Nepal: There are two rail connectivity projects namely Jogbani (India) to Biratnagar (Nepal) and Jayanagar (India) to Bardibas (Nepal), besides the existing link of Raxaul (India) - Birganj (Nepal).

Bangladesh: There are two rail connectivity projects between Agartala (India) to Akhuara (Bangladesh), Haldibari (India) to Chilhati (Bangladesh) besides the existing four links, Gede (India)-Darshana(Bangladesh), Petrapole (India)-Benapole (Bangladesh) and Singhabad (India) -Rohanpur (Bangladesh) and Radhikapur (India) - Birol (Bangladesh).

Bhutan: No rail connectivity project is under construction.

Myanmar: No rail connectivity project is under construction.

The execution of rail connectivity projects with neighbouring countries depends on various factors such as land acquisition and forest clearance etc. in India. It also entails a large number of works to be done in the associated neighbouring countries. Hence, no precise time-frame for completion of projects can be indicated.

Recruitment of 2.3 Lakh people in Railways

Three Centralized Employment Notifications (CENs) for around 1.41 lakh vacancies for various Group 'C' posts (including Level-1) have been notified in 2018. Against 02 CENs, recruitment is completed and, as on 14 November, 2019, panels of around 73,500 candidates have already been supplied to Indenting Railways. Further, in 2019, another four CENs for around 1.43 lakh additional vacancies have also been notified. Recruitment for 01 CEN is completed and, as on 14 November, 2019, panels of 1519 candidates have been furnished to Indenting Railways. Recruitment process for remaining CENs is in progress. Further, for around 10,000 vacancies of Sub-Inspectors and Constables in Railway Protection Force (RPF)/ Railway Protection Special Force (RPSF), three CENs have been issued in 2018 and recruitment for the same has been completed. A total of about 2.94 lakh vacancies for various Group 'C' posts (including Level-1) have been notified in years 2018 & 2019. Retirement (anticipated) is one of the parameters of vacancy assessment process.

Expediting Electrification of Railways

Ministry of Railways have prepared an Action Plan to electrify balance Broad Gauge (BG) Routes of Indian Railways. As on 1 November, 2019, 37,237 Route kms. of rail lines have been commissioned on electric traction, which is 57.91% of total Indian Railways' BG network. Trends of achievements are as under:

Year	Route km. Electrified
2009-10	421
2010-11	75
2011-12	595
2012-13	1337
2013-14	610
Total (2009-14)	3,038
2014-15	1176
2015-16	1502
2016-17	1646
2017-18	4087
2018-19	5276
Total (2014-19)	13,687
Increase in %age	351%

To expedite electrification of railway lines in the country, steps taken includes award of Engineering Procurement and Construction (EPC) contracts, better project monitoring mechanism, delegating more power to field units for award of contracts/sanction of estimates and close monitoring at highest level.

Linking Capitals of All North Eastern States by Rail Network

Government has planned to connect all State Capitals of North Eastern States (except Sikkim in which case, in first phase, new line work has been sanctioned up to Rangpo) with Indian Railways' rail network without PPP mode. The capitals of Assam, Arunachal Pradesh and Tripura States have been connected by Broad Gauge (BG) rail network. Great emphasis has been given by Central Government during last 5 years towards quick execution of infrastructure and safety projects and funding to the infrastructure projects has increased considerably on Indian Railways. The average annual expenditure in New Line / Gauge Conversion/Doubling infrastructure projects during 2014-19 was ₹26,022 crore per year as against ₹11,527 crore per year during 2009-14 which is around 126% more than during 2009-14. Similarly, the average budget allotment per year for North Eastern States was ₹2,122 crore per year from 2009-14. However, it increased by 161% to ₹5,531 crore per year for this region during 2014-19.

In Arunachal Pradesh, a BG railway line was commissioned in February, 2015 upto Naharlagun (suburban city of Itanagar) and first Broad Gauge (BG) train was started on 20 February, 2015 from Naharlagun (Itanagar) to New Delhi.

Long pending and delayed work of Bogibeel Bridge on Brahmaputra river was completed in 2018 leading to further reduction of rail travel distance from Dibrugarh to Naharlagun (Itanagar) by 705 km (via Guwahati). First BG trial train to the State of Tripura (Agartala) was started on 13 January, 2016 and first BG passenger train (long distance) was introduced to Delhi on 31 July, 2016.

In some States, the progress of new line projects of Capital connectivity has been affected mainly due to delay in land acquisition and law & order issues. All these Capital connectivity projects being in hilly terrain of Himalayas involve large number of tunnels and major bridges including very tall bridges in a very challenging geological environment. Works of new BG lines have been taken up by Railway through Government of India fund to connect the remaining Capitals of North Eastern States i.e. Meghalaya (Shillong), Manipur (Imphal), Nagaland (Kohima), Mizoram (Aizawl) and Sikkim (Gangtok). Detail with present status of these projects are as under:

Manipur: The project of BG line connectivity from Jiribam to Imphal (110.62 km) in Manipur State was sanctioned in 2003-04. The latest anticipated cost of the project is ₹13,809 crore and expenditure of ₹8,487.74 crore has been incurred upto March, 2019. The section from Jiribam to Vangaichungpao (12 km) was commissioned in March, 2017 and works from Vangaichungpao-Tupul-Imphal (98.62 km) have been taken up throughout the length.

Mizoram: The project of BG line connectivity from Bhairabi to Sairang (51.38 km) (suburban city of Aizawl, the Capital city of Mizoram) in Mizoram was sanctioned in 2008-09. The latest anticipated cost of the project is ₹5,021.45 crore and the land could be made available in 2014-15 and work speeded up from 2015-16 & the expenditure of ₹2,671.85 crore has been incurred on the project upto March, 2019.

The construction work has been taken up throughout the length of project and 87% tunneling work has been completed and the work on 6 tall bridges has been taken up.

Nagaland: The project of BG line connectivity from Dimapur (Dhansiri) - Zubza (Kohima) (82.50 km) (suburban city of Kohima, the Capital city of Nagaland) in Nagaland was sanctioned in 2006-07. The latest anticipated cost of the project is ₹3,000 crore and the work speeded up from September, 2018 and the expenditure of ₹729.89 crore has been incurred on the project upto March, 2019.

The construction work has been taken up throughout the length of project. For complete commission of the project, the work of acquiring balance land in 8 km length has been taken up (ownership disputes). Target for completion for complete project is 3 years after complete land is handed over to Railways.

Meghalaya: Two projects of BG line have been taken up for Capital connectivity of Meghalaya.

(i) **New BG line from Tetelia – Byrnihat** (21.50 km) in Meghalaya was sanctioned in 2006-07. The latest anticipated cost of the project is ₹1,532 crore and the work speeded up from 2014-15, 10 km length of the project falling in Assam State from Tetelia to Kamalajari got completed in October, 2018 and expenditure of ₹581.32 crore has been incurred upto March, 2019. Some organization is stating that a railway connectivity may lead to influx of outsiders and this has led to local resistance to this project in Meghalaya. Target for complete project is 2 years after complete land is physically handed over to Railways.

(ii) **New BG line from Byrnihat to Shillong** (108.40 km) was sanctioned in 2010-11. The latest anticipated cost of the project is ₹6,000 crore and the expenditure of ₹261.03 crore has been incurred on the project up to March, 2019. Some organization is stating that a railway connectivity may lead to influx of outsiders and this has led to local resistance to this project in Meghalaya. Final Location Survey has not been allowed (by local people) to be conducted in around 5 km length and also not allowing to fix center line pillars in alignment. Hence, target for completion not fixed, as the same would be decided, once the entire land is physically handed over to Railways.

Sikkim: The project of BG line connectivity from Sivok to Rangpo (44.39 km) was sanctioned in 2008-09. The latest anticipated cost of the project is ₹4,085.69 crore and the expenditure of ₹645.77 crore has been incurred on the project upto March, 2019. The project suffered on account of delay in handing over of encumbrance free forest land by Government of West Bengal. However, now the work has been started on the land handed over so far. Still 26 structures falling in Railway alignment need to be shifted by Government of West Bengal, which is hampering the progress of work. Target for completion of complete project is 3 years after complete physical possession of land is given to Railways. ▸◂

Adarsh Railway Stations

'Adarsh' Station Scheme has been started since 2009-10 and presently, upgradation of Railway stations are taken under 'Adarsh Station Scheme'. Since then, 1253 stations have been identified for development under 'Adarsh Station Scheme' out of which 1149 stations so far have been developed under 'Adarsh Station Scheme' and remaining stations are targeted to be developed by 2019-20.

Various passenger amenities which, inter-alia, include improvement to façade of the station building, retiring room, waiting room (with bathing facilities), separate waiting room for ladies, landscaping of circulating area, earmarked parking, signages, Pay & Use toilets, Foot Over Bridge, ramps at entry to station etc. are proposed to be provided at Railway stations which are identified for development under this scheme as per the respective category of the station and the works for which are funded under Plan Head 'Passenger Amenities'.

Upgradation / modernization of stations on Indian Railways is a continuous and on-going process. Works for improvement of passenger amenities are undertaken depending upon need, volume of passenger traffic and inter-se priority, subject to availability of funds.

Zone-wise number of railway stations, which have been developed as Adarsh stations till date and number of railway stations to be developed are as under:

Zonal Railways	Indentified	Developed (up to Oct 2019)	To be developed
Central Railway	72	69	3
Eastern Railway	278	276	
East Central Railway	58	48	10
East Coast Railway	52	39	13
Northern Railway	124	105	19
North Central Railway	42	35	7
North Eastern Railway	53	43	10
Northeast Frontier Railway	91	90	1
North Western Railway	41	36	5
Southern Railway	128	113	15
South Central Railway	68	68	0
South Eastern Railway	86	86	0
South East Central Railway	28	25	3
South Western Railway	45	36	9
Western Railway	62	59	3
West Central Railway	25	21	4
Total	1253	1149	104

Privatisation of Railways

There is no proposal to privatise the operation of Railways. However, there is a proposal to outsource the commercial and on board services of a few trains and to permit private players to induct modern rakes to run trains on select routes with an objective to provide improved service delivery to passengers. The responsibility of train operations and safety certification rests with Indian Railways. Outsourcing of certain services like station cleaning, pay and use toilets, retiring rooms, parking and platforms maintenance etc. is being done on need based manner to improve cleanliness and other services.

Funds are not allocated separately for Adarsh Station Scheme and the works are carried out under various passenger amenities works under Plan Head–53 'Passenger Amenities'. The details of funds allocated under Budgetary Sources for this Plan Head-53, over Indian Railways during the last three years namely 2016-17, 2017-18 and 2018-19 and current year are as under:

Years	Allocation
2016-17	₹917.91 crs.
2017-18	₹1470.79 crs.
2018-19	₹2410.71 crs.
2019-20	₹3422.57 crs.

Reconstruction/Strengthening of Railway Bridges

As on 1 April, 2019, there are 1,50,746 Railway Bridges on Indian Railways' network.

There is a well-established system of inspection of railway bridges in Indian Railways.

All the bridges are inspected twice a year, one before the onset of monsoon and one detailed inspection after the monsoon by the designated officials.

Repair / strengthening / rehabilitation / rebuilding of railway bridges is a continuous process and is undertaken whenever so warranted by their physical condition as ascertained during these inspections.

As on 1 April, 2019, a total of 4168 Bridges are sanctioned for repair / strengthening / rehabilitation / rebuilding.

The data are maintained Zonal Railway wise and not area-wise.

The Zone-wise, including tribal area, total ₹ 809.05 crore are allocated as under:

Zonal Railways	Central	Eastern	East Central	East Coast	Northern	North entral	North Eastern	Northeast Frontier
Fund allocated (Rs. in crore)	83.50	70.70	71.06	40.22	67.51	31.55	24.67	69.04

Zonal Railways	North Western	Southern	South Central	South Eastern	South East Central	South Western	Western	West Central	Total
Fund allocated (Rs. in crore)	26.64	48.39	49.25	46.66	14.28	23.64	78.31	56.61	809.05

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Indian Railways Celebrates Vigilance Awareness Week 2019 with the Theme 'Integrity - A Way of Life'



"Transparency and Accountability is the hallmark of the Government led by Honourable Prime Minister, Shri Narendra Modi and reiterated commitment of Railway administration in removing corruption as part of National Policy".

"Corruption can be rooted out with active and dedicated participation of the railway employees, stakeholders and citizens of the country and it can be done by creating awareness about ill effects of corruption to effect long lasting changes in the system".

Indian Railways has observed Vigilance Awareness Week-2019 with the theme "Integrity – A way of life (ईमानदारी–एक जीवन शैली)" from 28th October, 2019 to 2nd November, 2019 all over Indian Railways with mass participation at all levels. Integrity pledge was taken on 28th October, 2019 by the officials of Ministry of Railways, Zonal Railways, Divisions, PUs & PSUs to commence the Vigilance Awareness Week.

In a message on the occasion, Minister of Railways and Commerce & Industry, Shri Piyush Goyal expressed his happiness regarding the event. He has stated that :

"Transparency and Accountability as the hallmark of the Government led by Honourable Prime Minister, Shri Narendra Modi and reiterated commitment of Railway administration in removing corruption as part of National Policy".

Minister of State of Railways, Shri Suresh C. Angadi in his message said that: "Corruption can be rooted out with active and dedicated participation of the railway employees, stakeholders and citizens of the country and it can be done by creating awareness about ill effects of corruption to effect long lasting changes in the system".

Central Vigilance Commissioner (CVC), Shri Sharad Kumar administered Integrity Pledge to Railway Officials and released a vigilance magazine called "Chetna Aahwan" incorporating articles, stories, poems and messages on relevant issues concerning Vigilance at Northern Railway Head Quarter, New Delhi on 30th October 2019. Similar booklets were released by other units of Indian Railways and widely circulated. Integrity Flame named "Agni Shikha" was flagged off by Shri Sharad Kumar, CVC and Chairman Railway Board, Shri Vinod Kumar Yadav to inculcate the spirit of integrity and transparency in the employees. ▸◂

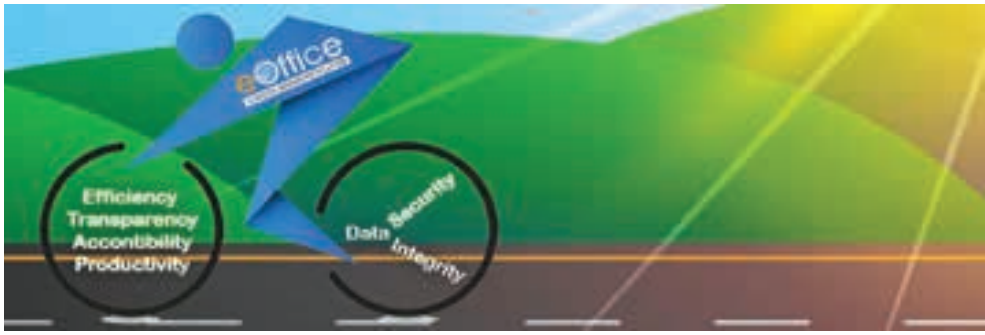
Cabinet Approves Administrative Arrangement on Cooperation in Railways between the Ministry of Railways, India & Directorate General for Mobility and Transport of the European Commission

The Union Cabinet chaired by Prime Minister Narendra Modi has approved administrative arrangement on Cooperation in the field of Railways between the Ministry of Railways, India and the Directorate General for Mobility and Transport of the European Commission to strengthen future technical exchanges and cooperation.

Implementation Strategy and targets : The Administrative arrangement has been signed on 3rd September, 2019. This Administrative Arrangement will provide a framework of cooperation for focused approved in following key areas:

- Rail Reform and Regulations with particular emphasis on impact of EU legislative framework on safety, interoperability, economic governance and financial sustainability of Railways;
- Railway Safety
- The benefits of standardisation as well as harmonized conformity assessment and procurement procedures for economic performance of Railways;
- Signalling/control systems (including the European ERTMS system);
- Intermodality and transport infrastructure networks;
- Innovation and digitalisation;
- Experience sharing in respect of international rail conventions and standardisation bodies;
- Sustainable policies in railway including economic, social and environmental aspects. ▸◂

Indian Railways Expands e-Office System in its Work



Indian Railways adopted e-office system to make it paperless, efficient, transparent and expeditious. The implementation of phase-I of NIC e-office suite has been completed ahead of time by RailTel under an MoU with Indian Railways in March 2019 with a mandate to complete the work by March 2020. As of 30 October, 2019, RailTel has created 50000+ users in 58 establishments of Indian Railways which have adopted paperless work culture and also trained all the executives to handle the platform.

There is an absolute transparency as anything once written on the file is archived. There is also a monitoring mechanism to check as to where the files are held up. This would enable quick disposal of files and systematic, timely monitoring of pending files. With above advantages, Indian Railways will be changing the work culture for providing better services to public. e-Office fosters paperless culture which will not only save operational cost but also reduce the carbon foot print.

- **'Uttam Rake' is the Latest Addition to Make Travelling in Mumbai Local Trains more Comfortable & Safe**

e-Office implementation is a Mission Mode Project (MMP) under the National e-Governance Programme of the Government of India. The project aims to usher in paperless, more efficient, effective and transparent inter-government and intra-government transactions and processes. NIC e-Office is a cloud enabled software developed by National Informatics centre (NIC) that is being deployed/hosted from RailTel Tier III certified data centres at Secundrabad and Gurgaon.It is based on Central Secretariat Manual of e-Office Procedure (CSMeOP). Currently 4 modules (File Management System (eFile), Knowledge Management System (KMS) Collaboration & Messaging Services (CAMS) & Personnel Information Management System (PIMS) are part of the e-office system being implemented.

- **RailTel Completes Phase-I Execution of NIC e-office for Indian Railways**
- **58 units of Indian Railways are using e-office for paperless work**

Indian Railways Provided 2500 Special Services to Ensure Smooth and Comfortable Travel to the Passengers during the Festive Season

Indian Railways is sharing the joy of festivities with the passengers by ensuring special arrangements for the passengers travelling to their native places to celebrate festivals with their families. In this festive season, for the convenience of rail travellers and to clear extra rush of passengers during this festive season, Indian Railways is running 200 pairs of special trains from Durga Puja till Christmas this year. Also, augmentation of coaches in regular trains is being done to ensure the berth availability during this festive rush.

Indian Railways ran nearly 2500 additional services in 200 pairs of special trains across the country. Special Trains were run to connect major destinations across the country on railway sectors like Delhi-Patna, Delhi-Kolkata, Delhi-Mumbai, Mumbai-Lucknow, Chandigarh - Gorakhpur, Delhi - Chappra, Howrah-Katihar, Haridwar-Jabalpur etc. Crowd controlling measures by forming queue at the terminus stations with the supervision of RPF staff for orderly entry of passengers in unreserved coaches is being ensured. Additional RPF personnel have been deployed in major stations to ensure security of passengers.

"May I Help You" booths are kept operational at important stations where RPF Personnel and TTEs are deputed for proper assistance and guidance of the passengers. Medical Teams are available at major stations on call. Ambulance with paramedical team is also available. Steps are taken to ensure scheduled departure of Mail/Express/Passenger Trains.



Steps were also taken to ensure no change of platform at the last moment. A watch on any malpractices – like cornering of seats, over charging and touting activity etc., by the Security and Vigilance Department staff is done and strictly monitored. Instructions, for maintaining cleanliness at waiting halls, retiring rooms, passenger amenity area in particular, and at stations in general, are given by Zonal Headquarters.

Indian Railways Successfully Conducts a Stage of Recruitments, which is One of the Largest such Exercises in the World



The Ministry of Railways successfully conducted, what can be called as one of the world's largest recruitment exercise, for filling up critical safety and operational posts and has reached its completion stage.

Two recruitment notifications- one for Assistant Loco Pilots (ALPs) & Technician (CEN 01/2018) and the other for Level-I(erstwhile group D) posts (CEN 02/2018), were released in the year 2018 for filling up about 1.27 lakh vacancies.

Total Posts of Assistant Loco Pilots (ALPs) and Technicians were 64,371. About 47.45 lakhs candidates applied for these posts. Vacancies for Level-I posts (erstwhile group D) were 63,202 and around 1.9 crore candidates applied for these posts. Total of approx. 2.4 Crores applicants applied, making it the largest recruitment exercise.

Computer Based Test (CBT) for the posts of ALP & Technician recruitment was conducted in 33 shifts over 11 days from 9th August to 4th September, 2018 at 440 test centers in 166 cities across India and recorded the highest number of attendance of about 36.42 lakh candidates (approx.77%).

The 2nd Stage CBT for this recruitment was conducted from 21st to 23rd January 2019 in 9 shifts. The attendance was about 88%.

The Computer Based Aptitude Test was conducted on 10 May, 2019 for ALPs only. The attendance was about 84%. This was followed by Document Verification and Medical Examination.

Panels for the posts of ALP & Technician (CEN 01/2018) of about 17,500 posts have been furnished to the Railways. The rest of the panels are under process due to medical appeal cases. The Zonal Railway will soon be advised about the rest of the panels.

The mega CBT for Level-1 posts (erstwhile Group D) commenced from 17th September 2018 and was successfully completed on 17th December 2018. The exam was conducted in 152 shifts over 51 days in 16 cities in 405 exam centres. Total number of eligible candidates were 1,89,82,719 (approx. 1.90 crores) out of which 1,17,14,754 appeared for the Computer Based Test which is about 61.71%. This was followed by Physical Efficiency Test (PET), Document Verification and Medical Examination.

For the posts of Level-1 (CEN 02/2018), panels of about 53,000 posts have been furnished to the Railway. The rest of the panels are under process due to medical appeal cases. The Zonal Railway will soon be advised about the rest of the panels.

Highlights

- Unprecedented 47.45 Lakhs candidates appeared for over 64,000 posts of Assistant Loco Pilots & Technicians
- About 1.17 Crores candidates appeared for over 63,000 posts in Level I (erstwhile Group D) posts
- 24.75 lakh candidates appeared for over 13,500 posts for Junior Engineer (JE), Depot Material Superintendent (DMS) and Chemical Metallurgy Assistant (CMA)
- Highest possible level of measures security and probity were ensured during the recruitment process
- IT Enabled features were incorporated in the examination process; no two Question Papers were alike

For the post of JE/DMS/ CMA, Railway Recruitment Boards (RRBs) conducted the 1st Stage Computer Based Test from 22 May to 2 June, 2019 and 26 to 28 June, 2019 for 24.75 lakh candidates for the posts of JE/DMS/CMA. It was conducted in 35 shifts over 12 days at 356 test centers in 109 cities across India. The attendance was about 62.5%.

The 2nd Stage CBT for this recruitment was conducted from 28th August, 2019 to 1st September, 2019 in 10 shifts. The attendance was about 88%. The candidates will be intimated shortly for Document Verification and Medical Examination.



Frisking of candidates before entering into the examination hall

RRBs follow the practice of direct and instantaneous communication with candidates through regular updates on web-sites and individual SMSs and emails.

Candidates are appealed to refer to these official communications only and not be misguided by false propaganda and rumors being circulated on social media, many of which are aimed at misleading the genuine candidates and adversely affecting their preparation for examination.

Indian Railways Launches Three Online Applications for All-India Rollout to Strengthen IT Enablement of Railways

Indian Railways launched three applications for all-India rollout to strengthen the IT enablement of railways which will help ensure proper monitoring of projects being undertaken by Indian Railways and will boost the vision of Digital India. The details and the salient features of these three applications are as under:

CRS Sanction Management System: CRS Sanction is an important aspect in construction, maintenance and up-gradation of railway assets. An online application for CRS Sanction Management has been developed in which all works pertaining to level crossings (closure, manning, shifting etc.) and minor bridges. Further modules under development in this application are increase of speed over Turnouts & Loop Lines, inspection of new lines and doubling etc. The benefits of the project are-

- Expeditious preparation and processing of cases for CRS Sanction.
- Effective monitoring of compliance of observations raised by the CRS.
- On-Line Repository of circulars/ check-lists/guidelines related to CRS Sanction.
- Managerial reports to monitor the cases, comparative performance.

Rail-road crossing GAD approval system: This project for online e-Governance platform was developed by Ministry of Railways and Ministry of Road Transport & Highways to expedite preparation, processing & approval of General Agreement Drawings (GADs) related to construction of Road Over Bridges (ROB)/Road Under Bridges (RUB). It has been running successfully since 2014. Now, a module has been developed to cover cases of construction of ROBs/RUBs for States & UTs also. The benefits of the project are-

- Accountability of Railways and State Governments/UTs is fixed to each stage for approval of proposals.
- Better and real time coordination between the stakeholders (Railways/States).
- Facilitates users to get proposal status through mail and SMS at each stage.
- Complete proposal is targeted to be approved in maximum of 60 days.

- **These applications will help ensure proper monitoring of projects and boost vision of Digital India**

TMS for construction: This application has been developed for new assets being constructed by the construction/ project organisation. The assets master data can now be regularly filled during the stage of construction and completion of assets, by the construction officials before itself final scrutiny and test check by the open line officials. The benefits of the project are-

- Data validation at source.
- Ease in data entry and correction thereof.
- Easy checking/verification of data entry.
- For every data the ownership and responsibility is defined and fixed in the application design.

MELPL – Visionary Indo-French Collaboration (Largest FDI Project of Railways)

Indian Railways has entered into Procurement cum Maintenance Agreement with Madhepura Electric Locomotive Pvt. Ltd. (MELPL), a joint venture of Indian Railways and M/s Alstom. As part of largest Foreign Direct Investment project of Indian Railways, Ministry of Railways and Alstom came together in 2015 to transform the heavy freight transportation landscape of the country. A landmark agreement worth 3.5 billion Euro was signed to manufacture 800 electric locomotives for freight service and its associated maintenance.



Locomotive Assembly in Madhepura



New Design Locomotive ready for dispatch at Madhepura Factory dated 13 November, 2019

M/s Alstom has delivered prototype locomotive in March 2018. Based on the test results, Alstom has redesigned the complete locomotive including bogies. The new design of locomotive has been inspected by RDSO at Madhepura factory and cleared for dispatch from factory. After test and trials M/s Alstom will accelerate the delivery schedule and supply 10 locomotives in FY 2019-20 and 90 locomotives in FY 2020-21 and 100 locomotives per year beyond March 2021 as per their recovery plan. This is the first time such High Horse Power locomotive is being tested on Broad Gauge network in the World by any Railways.

As part of the project, factory along with township has been set up in Madhepura, Bihar with capacity to manufacture 120 locomotives per year. The project will create more than 10,000 direct and indirect jobs in the country. More than ₹2000 Crores invested in the project already by the company. One Maintenance Depot already established in Saharanpur. Work starting on the second Depot at Nagpur. More than 300 Engineers from India and France are working in Bangalore, Madhepura and France on the Project. This is a truly Make in India project and even the first loco has been assembled in Madhepura factory. With in two years, more than 90% parts will be expected to be manufactured in India.

Along with the factory, socio-economic develpoment in Madhepura is being driven by this project. As part of CSR initiative skill centres are being set up in Madhepura to impart training to local people. More than 50% local people have been hired in the factory. A fully functional mobile health clinic is being operated in the villages around Madhepura.

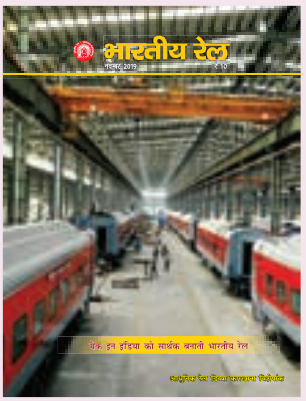
Benefits of Project

Indian Railways have taken decision to have 12000 horse power twin Bo-Bo design Locomotive with 22.5 T (Tonnes) axle load upgradable to 25Tonnes with design speed of 120 kmph. This locomotive will be game changer for further movement of coal trains for Dedicated Freight Corridor. With the success of this project it will boost the "Make in India" programme of the Government of India. This will further develop ancillary units for locomotive components. The project will allow faster and safer movement of heavier freight trains. It will haul 6000T trains at maximum speed of 100 kmph. With 100% electrification, the new locomotive will not only bring down operational cost for Railways, the locomotive will also reduce the congestion faced by Indian Railways. This will be used to haul heavier trains such as coal and iron ore. ⋈

Oulet for Purchase/Subscription of Magazines Published by Ministry of Railways



The monthly magazines viz. 'Bhartiya Rail' in Hindi and 'Indian Railways' in English are now available for purchase/ subscription at Souvenir Shop of National Rail Museum, Chanakyapuri, New Delhi



ANNUAL SUBSCRIPTION

India : ₹ 100 (₹90 for Railwaymen), **Foreign** : ₹ 500 (Sea Mail), ₹ 1000, (Air Mail), **Single Copy** : ₹ 10, **Special Issue** : ₹ 40

Indian Railways brings RailWire Wi-Fi at Historic Dera Baba Nanak Station, Punjab also Provides Connectivity at ICP for "Kartarpur Corridor" Project

As per mandate of Indian Railways, RailTel, a Miniratna PSU of Indian Railways, has provided Railwire Wi-Fi at the historic Dera Baba Nanak Railway station, Punjab, to enable the pilgrims to use fast Wi-Fi services as an amenity. The "Kartarpur Corridor" Project has been inaugurated by Prime Minister, Shri Narendra Modi on 9 November, 2019. This has caused more people to use the station for commuting. Free Wi-Fi at this station is proving to be a boon for the passengers. The free Railwire Wi- Fi can be used inside the railway station premises by anyone who has a smartphone with a working connection for KYC consideration. The Sultanpur Lodhi station which has a rush of pilgrims for visiting Dera Baba Nanak has also been provided with Wi-Fi.

In a mission to turn the Railway station into a platform for Digital inclusion, RailTel has provided free Wi-Fi at 5300+ Railway stations across country. Soon, all feasible Railway stations (except the halt ones), will have free Wi-Fi. The Wi-Fi service to passengers are being provided under 'RailWire'- the retail Broadband initiative of RailTel catering to Enterprises, SMEs and homes. To use the Wi-Fi, the user has to switch on the Wi-Fi mode on the smartphone and select the RailWire Wi-Fi network. The RailWire homepage automatically appears on the smartphone. The user has to enter his or her mobile number on this homepage. The user will get one-time password (OTP) in form of SMS in the message box which has to be entered in the home page of RailWire. After entering OTP Users will be able to access high speed internet & can start internet browsing.

RailTel was also entrusted by NIC to deliver 8 Mbps BW at Integrated Check Post (ICP) at Dera Baba Nanak, Gurdaspur under the prestigious "Kartarpur Corridor" Project of Government of India. This leased line connectivity shall enable



the ICP for authentication of traveller's identity at the Immigration Check Post (ICP) and Foreigners Registration Offices (FROs) through the use of intelligent documents scanners and biometrics, updation of Foreigner's details at entry and exit points.

This leased line connectivity has been done within a record time of 15 days which includes Radio Connectivity in Backbone/ Aggregation from Amritsar to Dera Baba Nanak, a distance of 45 KM, and Last mile underground OFC connectivity of 5 KM from Dera Baba Nanak station to ICP/Dera Baba Nanak. This was a very challenging project for RailTel as the time period given was very short and due to bad weather the work was hampered for couple of days. RailTel had to erect two 30-meter-tall towers for Radio link to provide seamless connectivity as Dera Baba Nanak is at a distance of 49 km for which repeater had to be provided for connectivity to the farthest / remotest point in Punjab near International Border. ▸◂

OTP Based Refund Against Cancelled Ticket or Fully Waitlisted Dropped Ticket Booked by IRCTC Authorised Agents

Indian Railways introduced a new OTP based refund system for tickets booked through authorized railway ticketing agents. This is aimed to bring in a transparent and customer friendly refund system for reserved e-tickets which are cancelled or which are fully waitlisted dropped tickets. This new system will be implemented by Indian Railways PSU, Indian Railway Catering & Tourism Corporation Limited (IRCTC). The OTP (One time Password) will be received as SMS on the registered mobile number of the passenger (provided by the customer/ passenger to the agent at the time of booking). The customer/ passenger will be required to share the OTP with the agent who booked the ticket, for getting the refund amount. Through this user friendly facility, passenger will come to know about the exact refund amount received by agent on his behalf against cancelled ticket or fully waitlisted dropped ticket.



The objective of the scheme is to streamline the cancellation refund process further so that cancellation amount is refunded timely to the customer by the agents. ▸◂

Indian Railways Rationalizes Catering Tariff and Menu for Rajdhani/Shatabdi/Duronto Trains & Standard Meals on Mail/Express Trains being Served through IRCTC



- The emphasis is on improving the quality and hygiene of food and overall services on Indian Railways
- Revision in Catering Charges will be applicable only for those passengers who opt for catering services in trains
- The rate of Janta Meal has been kept unchanged at Rs.20
- 'Snack Meal' with regional items/cuisine/flavour' introduced at the rate of Rs. 50 as a meal variety

Taking note of the need to further improve variety, hygiene and quality of food for its passengers, Indian Railways has rationalized the Menus and revised the Tariff for catering services. The tariff of Rajdhani/Shatabdi/Duronto trains has been revised after 6 years since the last revision in 2013 while the tariff of standard meals for Mail/Express trains after 7 years since the last revision in 2012. With a view to arrive at realistic prices, a Committee was nominated by the Railway Board to examine & recommend the revision in menu and tariff of these services. The Committee scientifically examined all aspects of costing keeping in mind the objective to provide good quality and hygienic food to the travelling passengers on Indian Railways. Based on the reports of the Committee, the revised menu & tariff have been notified. The quality of meals on trains is contingent on rational pricing and factors like cost of raw material, WPI, CPI, etc. which have increased over the years.

Catering services in trains over Indian Railways are provided by IRCTC and have two categories i.e. pre-paid services like Rajdhani/Shatabdi/Duronto Trains where catering charges are included in the ticket fare (on opt-in basis) and post –paid catering services like on other Mail/Express where standard meals and other food items are made available on sale. Affordability, ensuring availability of regional cuisine and variety in standard meals to passengers have been taken care of. Salient features for Mail/Express trains include :

- The rate of Janta Meal has been kept unchanged at Rs.20
- To prevent overcharging in the name of a-la-carte meals, it has now been decided that no a-la-carte meals shall be permitted for sale on Mail/Express trains. However a la carte snacks items like samosa, pakoda, etc. will be permitted for sale.
- Now more regional food variety will also be available for the passengers. 'Snack Meal' with regional items/cuisine/flavour' is being introduced at the rate of Rs. 50 as a meal variety. This would be of 350 grams portion and the menu will be decided by IRCTC.
- It has been decided to offer Biryani as a standard meal variety in view of its popularity. IRCTC shall make available three types of Biryani (Veg., Egg and Chicken) at the rate of Rs. 80, 90 & 110.
- It has also been decided to introduce Chicken Curry as an option in standard non-veg. meal in addition to the existing standard non-veg meal with egg curry and standard veg. meal. As such, there shall be three categories of standard meals viz., Standard Vegetarian Meal, Standard Non-Vegetarian Meal (with 2 Eggs curry) and Standard Non-Vegetarian Meal (with Chicken Curry) against the existing two.

The impact on the total ticket fares of the pre-paid trains will be an increase in the range of 3% to 9% for passengers who opt for meals.

The revised catering tariff shall be effective from 29/03/2020 on Rajdhani/Shatabdi/Duronto trains and with immediate effect on other Mail/Express trains.

The detailed menu is available on IR's website and can be accessed through the following link:-

http://www.indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/CC-2019/CC_60%20of%202019.pdf

Indian Railway's Introduces 'Uttam Rake' as a Gift to Mumbaikars on 69th Foundation Day of Western Railway





'Uttam Rake' is the Latest Addition to Make Travelling in Mumbai Local Trains more Comfortable & Safe

Indian Railways, on the auspicious occasion of 69th Foundation Day of Western Railway on 5th November, 2019, introduced the state-of-the-art "Uttam Rake" in its inaugural run as Ladies Special local train from Churchgate to Virar. Uttam rake has improved interiors and advanced features to bring more comfort for Mumbaikars. The Uttam Rake has been built by Integral Coach Factory, Chennai.

Salient Features

- Provision of CCTV Surveillance System in all coaches.
- Anti-dent partitions in coaches to prevent thefts.
- Modular Luggage rack.
- High backrest seats in First Class coaches.
- Provision of Fibre Reinforced Plastic (FRP) seats in Second Class coaches with wooden finishing for better aesthetics.
- Improved Dual Lock Stopper with dual slot handles windows in all coaches.
- Wider and improved grab handles for better grip.
- Latest Brushless DC (BLDC) fans in all coaches which consumes 30% less energy than conventional fans.
- Provision of modular type diffused LED lights.
- Electrically operated Passenger Alarm System in place of traditional emergency chains.
- Smooth finished corrugated FRP ceiling and Wooden finished Roof Ventilation Duct Area to enhance the aesthetic appeal of coach interior.
- Provision of camouflaged aluminium moulded strips on floor to discourage theft.
- Stainless steel protective plate near all passenger seats to avoid colour fading due to footwear friction.
- Red Emergency Buttons

The new rake will run on its normal services from 6th November, 2019 with 10 services a day. The Uttam rake while saving energy, will feature posters about Western Railway's journey as an effective transport medium, various landmarks of Mumbai, inspirational quotes and posters of iconic women achievers to make the journey more enriching and delightful. Western Railways introduced world's first ever Ladies Special local train on 5th May, 1992 and India's first ever Air-Conditioned EMU train on 25th December, 2017 on Mumbai Suburban section.

Only two Uttam rakes have been built at the Integral Coach Factory in Chennai so far, out of which the other has been given to South Central Railway. ▸◂

Redevelopment and Revamping of Secunderabad Railway Station with Clean Premises, Escalator, Free Wi-Fi Access, Greenaries, CCTV Cameras Installed





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A Report by PR Deptt., Northeast Frontier Railway

DHR to Celebrate 20 Years of World Heritage Declaration

The famous Darjeeling Himalayan Railway (DHR) which was declared as World Heritage site on 5th December, 1999 is going to celebrate 20 years of "World Heritage" declaration by UNESCO in a befitting manner. The inscription on DHR by the UNESCO read "The Darjeeling Himalayan Railway is the first and still the most outstanding example of a hill passenger railway. Opened in 1881, it applied bold and ingenious engineering solutions to the problem of establishing an effective rail link across a mountainous terrain of great beauty. It is still fully operational and retains most of its original features intact."



Fully justifying the inscription, the world famous DHR is still running between the planes of Siliguri to Darjeeling criss-crossing the Hill Cart Road which was built in 1831 by Lieutenant Napier of Indian Army in numerous places and going up through ingeniously created "Z-reverse" and loops. The journey from Siliguri to Darjeeling is very scenic for anyone who loves the nature. Tourist from all over the world visits Darjeeling mainly to have an experience of riding on the DHR. It has helped to improve the economy of the people of Darjeeling area.

The construction of the 2 feet (610 mm) wide gauge DHR was started in 1879. It reached Tindharia in March, 1880 and upto Ghum in April, 1881. The first train finally reached Darjeeling on 4th July, 1881. Initially there were four complete loops and four Z – reverses. But today DHR has three loops and six Z-reverses and a ride through them is stunningly breath-taking. There are thirteen stations starting from New Jalpaiguri to Darjeeling. Although the old narrow gauge trains of DHR used to be hauled by steam engines only, today it is being hauled by both steam and diesel engines. NFR has already introduced Vistadome coaches in DHR, through which tourist can have a better scenic view of Himalayan terrain during the journey. NFR hopes that the plan to celebrate the 20 years of "World Heritage" declaration will become fruitful to further promote the DHR.





A Report by PR Deptt., SOUTH CENTRAL RAILWAY

The Gold Mark of Transportation in the Region

The dawn of 2nd October, 1966 heralded the birth of South Central Railway as the 9th Zone on Indian Railways with Shri S.K. Patil, the then Minister of Railways doing the honors at a grand event held at Secunderabad. Sharing the birth day with that of the father of the Nation, Mahatma Gandhi, meant that the zone has to live up to his ideals as a service organisation which treats customers as the most important visitors to its premises. Today, South Central Railway with a route kilometer length of 6234 Km and 754 stations acts as the virtual link connecting the North, East and West of the country with the South.



Shri S.K. Patil, the then Minister for Railways inaugurating the South Central Railway zone on 2nd Octoberm, 2019

SCR's Legacy : It was on 8th October, 1874 that the first ever Railway line was constructed and commissioned for a distance of 110 miles under the aegis of Great Indian Peninsula Railways (GIP) between Chittapur near Wadi and Secunderabad in the Nizam State. The beginning, which was subdued, picked up gradual pace with public patronage showing a distinct rise. The Nizam State evinced interest to develop a rail network in their dominion with a view to cater to the needs of economy and control over administration. The expertise of the British enabled them pursue their goal. Secunderabad was connected with Manmad, linking the entire stretch of Marathwada belt. Rail connectivity moved fast to bridge the distance between Secunderabad and Vijayawada, in the process branching a link to the coal belt of Singareni towards Bhadrachalam. This vital link opened avenues for connecting to the Madras – Calcutta rail route further. Simultaneously, towards Central India, rail connectivity was extended from Kazipet / Warangal to Balharshah, thereby getting the Deccan plateau linked on rail system to the Northern parts of India.

Fifty glorious years and going strong : South Central Railway has travelled a long course of over 50 Golden Years to carve a niche for itself amongst rail users in the region. The zone has been stead fast in its commitment to offer state-of-the-art and straight to the heart services. The event filled journey of five decades has seen many a mile stones attained, be it in terms of network expansion, increase in traffic, technology adaptation and more.

From the time of SCR's inception, the rail network has gained a substantial 1083 Route Kms of new rail lines to enhance connectivity and lend impetus to economic growth. Adding to the same, 1578 Route Kms of Doubling & Tripling the railway lines as well as conversion of 3605 Route Kms from Meter to Broad Gauge under 'Project Uni-Guage' marked major land marks on the zone's expansion spree.



First Express Train on South Central Railwy - Ajantha Express (1st April, 1967)

The first financial year of SCR's operations i.e., 1967-68 saw a nominal 11 million tonnes of freight loading, which increased each year to breach the 100 million tonnes mark in 2011-12 and touch the highest ever, 122.5 million tonnes in 2018-19. The passenger traffic segment was reflective of a marked preference amongst the people of the region for rail services. The first year of SCR's operations registered 115 million originating passengers which rose each year and attained the 383 million passenger mark in 2018-19. Revenue earnings of SCR through the five decades upped from ₹68.06 crore in 1967-68 to ₹15,640 crore in 2018-19.

Rail Services spell convenience and class : South Central Railway has seen a very significant increase in rail services, matching the vibrant economic status of the region under its jurisdiction. The passenger carrying trains of 1960's comprising of ramshackle wooden coaches evolved to the present day technologically advanced LHB coaches which meet best safety standards. Today, SCR is host to virtually all the options of rail services available on Indian Railways, including the Rajdhani, Shatabdhi, Janshatabdhi, Sampark Kranti, GaribRath and the recently introduced Antyodaya, Humsafar and Uday services. Starting with around 350 passenger carrying train services in 1966-67, the zone presently handles around 750 trains each day with the capacity increasing manifold. The Suburban Rail system on SCR is Hyderabad centric and has rose from a skeletal presence in the

late 1960's to evolve as a extensive network of over 50 kms with the introduction of the Multi Modal Transport System (MMTS) services in 2003, presently running 121 services to cater over 1.60 lakh passengers each day. With the Phase-II of MMTS nearing completion and Phase-III being envisaged, SCR's suburban rail system in Hyderabad is sure bound to be commuter's lifeline.

Engineering All Round Progress : The need for developing sound infrastructure rests on the various Engineering wings of the Railways involved in the task. In the Civil Engineering aspect, SCRs attainments are visible in the bridge construction sector. Post its formation, SCR has earned worldwide recognition for some of the marvels of Engineering constructed, such as the Bow-String shaped 3rd Godavari Bridge; Rail-cum-Road 2nd Godavari Bridge; 3rd Krishna Canal Bridge, 6.6 Kms longest electrified tunnel near Cherlopalli etc. Amongst the office complexes, the Headquarters of SCR, Rail Nilayam constructed between 1968-1972 is recognized as one of the best architectural construction for a Government office while Rail Nirman Nilayam, housing the office of the construction department is the first green rated building on Indian Railways. Use of pre built RCC Box technology for construction of Road Under Bridges (RUB)/ Limited Height Subways (LHS) is extensively undertaken on the Zone, with bare minimal impact on flow of rail services.

In terms of Electrical Engineering, SCR has seen a substantial rise in the Electrification of rail routes on its network. The first project for Electrification pertains to the 294 km long Vijayawada – Gudur section taken up in 1972 and completed in 1980s. Thereafter, the pace of electrification gained momentum, covering almost all the major routes and as on date 3580 Route Kms of SCRs network stands Electrified, handling around 70 % of Goods and 60 % of Passenger Traffic by Electric Traction. Work is under progress to electrify another 2500 Route Kms, so as to attain 100% completion under "Mission Electrification". With



the ever increasing use of electric locomotives, the Zone is host to 3 modern Electric Loco Sheds at Lallaguda, Vijayawada and Kazipet while a new shed is coming up at Guntakal.

The Mechanical wing of Engineering on SCR signifies the very best in terms of performance and plans. The Zone is equipped with 2 Coaching Workshops located at Lallaguda and Tirupati; Wagon POH Workshop at Rayanapadu; Diesel Sheds at Kazipet, Gooty, Moula-Ali, Guntakal and Vijayawada. In addition there are six major Coaching Depots and four Wagon Depots on SCR's network. The Lallaguda Workshop is a premier establishment of Indian Railways, having been setup in 1893 to carry Periodic over Haul (PoH) of Steam Locomotives, Coaches and Wagons. The prized vintage possession of National Rail Museum, John Morris Fire Engine comes from the stables of this Workshop. The first ever manufacturing facility on SCR, Rail Bogie Karkhana has been set up at Badiyal, Yadgir to manufacture FIAT Bogies for LHB coaches. Mechanical Engineering is geared to get a quantum jump in the times to come with Midlife Coach Rehabilitation Workshop at Kurnool at a cost of ₹283 crore.

Signal Engineering is another area which has seen several gigantic strides taken towards infusing the best in terms of technology to make the system fail proof and safe. The initial years had rudimentary Signalling in views which has been replaced with various tools of modern technology including El, Relay Interlocking, colour light signals, Motor operated points, Track circuiting etc.

The entire Broad Gauge network on SCR is running on LED type Multiple Aspect Colour Light Signals (MACLS). SCR holds the privilege of conducting trails for the Train Collision Avoidance System (TCAS).

Ticketing goes digital : For a long time, Railways were handicapped with the burden of a manual ticketing system that catered to long serpentine queues, leaving rail passengers a dis-satisfied lot. The system of card tickets gave way to Computerized Passenger Reservation System as well as unreserved ticketing system on the strength of harnessing Information Technology. With Internet coming to the fore, there has been a big leap in access to ticketing on SCR too. At present, around 67 % of reserved tickets are being booked online, curtailing the queues at the counters. In the segment of unreserved ticketing, sea changes have come up with the commissioning of options such as Unreserved Ticketing System (UTS)mobile App, Automatic Ticket Vending Machines, Currency Operated Ticket Vending Machines, Yatri Ticket Suvidha Kendra (YTSK) etc. Going a notch higher, we have introduced GPRS based Hand Held Mobile Ticket Terminals for the ticket checking staff on board trains to access the live status of tickets and feed the actual vacancy position.

SCR takes credit for being the first on Indian Railways to introduce the concept of DigiPay Railway stations at 12 of its locations to offer 100 % cashless avenue of payment for all services, starting with Kacheguda, lending a significant push towards a Digital India. Free High speed Wi-Fi facility has been commissioned at more than 550 railway stations over the zone, across urban and rural centers, giving a new found confidence to rail users and public alike, to access rail information, entertainment, education etc towards empowering a New India.

Passenger Satisfaction Matters : SCR has come a long way off from its initial days when the basic facilities too were actually less than basic! Lack of seating, unsheltered platforms, improper lighting & poor sanitary conditions are now a thing of the past. The last two decades in particular have seen SCR taking a big

leap in enhancing passenger amenities and facilities on trains and at stations to the best standards. The Zone has come to the recognized as a role model in this aspect on Indian Railways. The seating options at stations are now varied including the availability of Air Conditioned Waiting Halls, Premium Lounges etc. At the time of its inception, around half of SCRs stations were without Electricity. Now, entire Railway Premises has taken to LED lighting, adding beauty and grace.

Un-hygienic conditions are a thing of the past. Introduction of various measures such as fitment of 15127 eco-friendly Bio-Toilets till date with plans to fit another 2370 by the end of 2019; introduction of On Board Housekeeping Services by 74 trains; concept of Clean Train Stations implemented at 4 major rail hubs, Mechanized Cleaning Machines etc., have resulted in very high standards of cleanliness. The supply of bedrolls was an enigmatic issue for long and needed a solution that meets passenger satisfaction. The zone has commissioned 7 modern Mechanized Laundries to ensure optimum linen cleanliness at Kacheguda, Secunderabad, Kakinada, Nanded, Vijayawada and Tirupati. One more such facility is coming up at Secunderabad in the current fiscal. From the times of congested Foot Over Bridges, SCR has travelled a long course to the age of Escalators & Lifts on its network. At present, 65 escalators at 29 stations and 44 escalators at 17 stations are available over SCR's network. All the major Railway stations on the Zone have been made Divyangjan enabled, while plans are on anvil to attain the optimal record in this aspect.

Rail Travel held a hoary past, when passengers used to carry food and water from home during their journey to meet requirements. Later to formation of SCR, things visibly turned for the better on account of continuous efforts to fulfill passenger needs. Over the years, the Zone has come a long way to presently boast of the best in terms of Food Plazas, Fast food units, Self kitchens, Automatic vending machines, Jan Aahaars, branded outlets etc. On board catering services are handled



by pantry cars and sectional train side vending services. The Introduction of E-catering services in trains at 26 stations on the Zone by IRCTC have further enhanced the standards.

Social Media towards Multi-tasking : Passenger information dissemination was a bane for a long time on the Railways, and on SCR too. While several steps taken regularly enhanced this avenue and gradually led to passenger satisfaction, the present day needs in the IT enabled age have put the onus on the Zone to gear itself to meet heightened expectations. Utilising the avenues of digital age to the maximum, SCR has carved a niche for itself amongst all Zones on Indian Railways. There are several Mobile Apps which have been successfully launched and picked up immense popularity for their use. Amongst these are HYLITES-Hyderabad Live Train Enquiry System; TADAAST-Train Arrival Departure and Amenities at Stations; (Navigation for Railway Stations) NAVras, Station Info App etc., SCR is one of the top most on Indian Railways in terms of being active on the Social Media tools such as Twitter, Facebook, Instagram, YouTube, Website etc., for disseminating virtual flow of rail related news and information.

Energy Conservation towards a Better Environment : The last few decades have been detrimental to the environment and other such related issues concerning the world around, with India being no exception. Indian Railways, with its massive system has shared its part of the blame, more relating to use of coal and diesel fuel to run its locomotives while huge consumption of electricity, water etc was also a dampener. However, the organisation has been amongst the first to take off in mission green and clean India, more so in the recent years with the ambitious Swachh Bharat program of the Government of India acting as the stimulus. SCR has been in the forefront to conserve energy and water wherever possible and the zone's work earned recognition from the Railway Ministry too. In 1966, the year of SCRs formation, energy consumption was about 16 million units which has risen to 135 million units at present. Keeping the fact that, substantial expenditure is incurred towards the same as also with a view to nurture a greener environment, SCR has initiated several steps to attain the bench mark of excellence.

Solar Energy is being harnessed on a large scale and as on date, 8 mWp solar panels are in use. Light pipes, solar geezers, energy savers on welding plants, timers to AC & Water coolers, energy efficient pumps, use of star rated appliances, audit of major energy consumption points are amongst the steps which have yielded immense dividends. SCR is the proud recipient of 6 awards in 2018 and 4 awards during 2019 from the Ministry of Power in recognition of its achievements energy conservation sector. On the aspect of water conservation, rain water harvesting pits have been constructed at 673 locations and roof top water harvesting at 885 buildings, resulting in saving of precious water to the extent of 10 to 20 %. In Hyderabad city, SCR has successfully implemented a plan to revive old water bodies. The zone is amongst the first on Indian Railways to initiate the e-office system for total paperless working.

A Sunrise Future Ahead...

Indian Railways has suffered from considerable under-investment in the last few decades which has impacted its capacity augmentation and the quality of service delivery. Resources have been insufficient for improving customer satisfaction and introducing technological improvements. Investments in safety have also been insufficient. The decay is visible with a gradual down trend in traffic

volumes, particularly in the freight sector, which has shown marked signs of moving to the road ways in recent years. Far reaching initiatives taken up by Indian Railways such as building Dedicated Freight Corridors linking major commercial routes; setting up of a SPV to run high speed trains; affording Port Connectivity to capitalize freight business involving participation of State Governments in JVs for rail projects are sure to give a positive dimension to the organization. Adding to the same, massive station redevelopment projects to present world class infrastructure are on the anvil.

It is in this scenario that South Central Railway has got a huge responsibility to prove its capabilities and live up to its image as one of the best performing Zones on Indian Railways.

Transforming Railways, Transforming India is the mission chalked clear for Indian Railways. SCR stands committed to be a vibrant partner in this endeavor to develop a Rail system which can deliver to the country, whatever is promised. ▸◂

A Report by PR Deptt., SOUTH EASTERN RAILWAY

A Saga of Success - MMTS Completes 16 Years

The Multi Modal Transport System (MMTS) project is a first of its kind project uniquely designed to serve the people of twin cities with the sharing of funds by the state government. MMTS is often referred as one of the major transportation lifeline systems of Hyderabad and Secunderabad twin cities. Now, it is widely acclaimed as most reliable, safest and economical modes of transport system serving the people of twin cities. MMTS trains were flagged off by Shri L.K. Advani, the then Deputy Prime Minister of India on 9 August, 2003 at a function held at Bhoiguda side of Secunderabad. It completes 16 years of successful service to the people on 8 August, 2019.

- This is unique suburban transportation project started jointly by Railways and State Government to ease the traffic congestion in the Hyderabad city.
- As per the agreement, $^{2}/_{3}^{rd}$ expenditure of the project has to be borne by State Government and $^{1}/_{3}^{rd}$ by Railways.
- MMTS was initially started its operations on 9 August, 2003 in the Sections between Secunderabad - Lingampalli and Hyderabad - Lingampalli to a stretch of 29 Kms.
- Later, the section between Secunderabad-Falaknuma to a stretch of 15 Kms is also brought under MMTS network in February 2014.
- Accordingly, MMTS made operational to cater the twin cities commuters to a stretch of 44 Kms spread over between Falaknuma - Secunderabad - Hyderabad - Begumpet-Lingampalli covering 26 Railway stations, connecting eastern part of the city with the western end.



- Initial investment for the MMTS Project Phase-I was ₹158.83 crores, where ₹98.75 crores were allotted for fixed structures and ₹60.08 crores for rolling stock.
- Added to the present MMTS sections, recently the section between Telapur-Ramachandrapuram for a distance of 6 Kms with addition of 3 stations, which is part of MMTS Phase-II, has become operational from 9 June, 2019.
- Initially the fare structure for these services were on par with normal Mail/Express trains. Further, due to its response from commuters, these sections and stations were identified by Railway Board as "Suburban" Stations and sections w.e.f., 15 December, 2012.
- After identifying as suburban stations, several passenger amenities like foot over bridges, toilets, high level platforms, wide circulating areas with parking facilities, enhanced facilities for Divyangjan etc., were provided for strengthening the safety and comforts of the commuters.
- Initially, the minimum fare is ₹5 and the maximum fare is ₹10. After introduction of Telapur-Ramachandrapuram section of 6 kms stretch, the maximum fare has become ₹15. In fact, the minimum fare of ₹5 is continuing from its introduction.

Season ticket facility is available for daily commuters of MMTS services which is a meager amount compared to other modes of transport in Hyderabad. In addition, a combination season ticket to travel in both MMTS and city bus services which is known as "General Bus Ticket (GBT)" is also available at a nominal price of ₹880.

- Presently, the average ridership in the MMTS Suburban section is 1.65 lakh passengers per day spread over 50 Kms connecting 29 stations.

New Technology/Innovations introduced in MMTS Services

- "Mathrubhoomi Ladies Special MMTS" services introduced on 4 September 2010.
- Introduction of GPS/GPRS based auto announcement system at MMTS stations and in Trains.
- GPS/GPRS based LED destination display boards on the coaches.
- Improved aesthetics and comforts inside the coaches such as separate coloring for ladies and first-class coaches; improved seating comfort.
- Introduction of 'Nirbhaya Squad' comprising of Lady Ticket Examiner and Lady RPF staff for the security of Women Passengers.
- Provision of amenities like parking facilities, toilets etc at all MMTS stations.
- Introduction of Mobile App 'HYLITES' (Hyderabad Live Train Enquiry System) for MMTS stations/ trains enquiries, which is compatible with Android and iOS operating system mobile phones.

Introduction of state-of-the-art new MMTS 12 car rakes from 1 May, 2019 with enhanced safety features. ▸◂

Is Short Term Volatility of Market Preventing You Investing in NPS?



R.K. Mohapatra
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Pension plans provide financial security and stability during old age when people don't have a regular source of income. NPS is a defined contribution scheme, which is a low cost, tax efficient, flexible and easily accessible and portable retirement saving account, under two Tier systems, operate from anywhere in the country with a minimum annual total contribution of ₹ 6000 for Tier I account, which is mandatory and a minimum annual total contribution of ₹2000.00 for a Tier II account, which is optional. The government pension funds, under the NPS, are managed by the SBI Pension funds Pvt Ltd, LIC Pension fund ltd and UTI Retirement Solutions Ltd, while the non- government pension funds under NPS are handled by all eight financial service providers including SBI, LIC & UTI.

In 2009, National pension system (NPS) gives an opportunity to all citizens of India including NRI's to invest and accumulate savings and get a lump sum amount as regular income through an annuity plan at retirement.

The Pension Fund Regulatory and Development Authority (PFRDA) takes various initiatives from time to time in order to improve the operational issues in the National Pension System (NPS), like simplification of account opening and withdrawal, new functionality development under NPS architecture and grievance management.

Pattern of Investment

The NPS offers two approaches to invest subscriber's money i.e. active choice and auto choice.

Active choice is the first approach in the NPS; under which the contribution percentage of the fund is to be invested in different asset classes such as equity and debts as per the wishes of the investor. Under active choice, the investor chooses the asset class from high-risk to low risk ones with higher exposure of equity to higher exposure to debt, and one balance option having equal proportions of equity and debt.

Asset class defined in NPS as Equity (E), Corporate Debt (C) & Government Securities (G). As NPS provides individuals a choice for investment, one can opt entire fund in Corporate Bond and Government Securities. However, equity exposure is limited to 50%.

Auto choice is the default option in NPS and wherein the management of investment of funds is done automatically based on the age of the subscriber (investor). In this option the proportion of funds invested across the three asset classes will be determined by a pre-defined portfolio (which would change as per the age of the subscriber). If you are at 40 allocation of your money will be E-40%, C-25% & G-35%.

Enhancement of Scope of NPS

- The Pension Fund Regulatory and Development Authority (PFRDA) has recently hiked the entry age of the subscriber for all citizens from 60 to 65 in NPS. Earlier the payment of NPS contribution limited to the age of 60 and subscriberhad to exit the scheme after attaining 60 years. However, the subscriber has the option to defer the withdrawal at the age of 60 and stay invested in NPS up to 70 years of age but not allowed to make further contributions.
- PFRDA has also recently allowed a new lifecycle fund under NPS. Under this scheme, an individual can invest up to 75% in equities, till the age of 35 years under auto choice option. Under this system, the equity exposure begins to reduce from the age of 35. It is the best option for a young, aggressive investor.
- NPS has allowed withdrawal for specific purposes, such as children's higher education or marriage, construction or purchase of the first house and medical treatment of self, spouse, children or dependent parents, up to 25% of the contribution made on the scheme provided that you have contributed for at least 10 years.A subscriber can withdraw 3 times during the tenure excluding for medical treatment, however, there has to be a gap of 5 years at least. These premature withdrawals are tax free. It's important to note that these premature withdrawals do not affect the taxability of the corpus.
- NPS helps make equity and debt allocation in one place with an option to switch between the service providers as well as asset allocation. However, the life state option in NPS

automatically allocates funds between assets as one ages. Even at maturity, NPS take care one's pension without much active involvement.

Returns of NPS

Due to the low cost of charges, NPS has outperformed in all asset classes since inceptions. Returns of NPS funds over five years have been attractive in comparison to other pension products available in the market. The return percentage (%) of NPS Tier-I of eight Pension Funds of asset allocated under three categories such as Equity-E, Corporate Debt- C & Govt. Securities-G as of 8 February, 2019 are as under:

Tier I : NPS Equity Schemes Returns as on 8th Febuary, 2019

Pension Funds #	Returns 1 Year	Returns 3 Years	Returns 5 Years	Returns Inception
Birla SL Pension	1.63%	NA	NA	8.86%
HDFC Pension	1.88%	15.48%	13.87%	14.19%
ICICI Pru. Pension Fund	1.35%	14.26%	13.20%	11.20%
Kotak Mahindra Pension	0.72%	13.86%	13.26%	10.22%
LIC Pension Fund	-0.72%	12.92%	11.57%	11.37%
Reliance Capital Pension Fund	-0.76%	12.82%	12.54%	10.19%
SBI Pension Funds	2.22%	14.78%	13.48%	9.51%
UTI Retirement Solutions	1.58%	15.05%	13.68%	11.25%
Average returns of all seven Funds (except Birla Fund)	0.89%	14.17%	13.08%	11.13%
Bench Mark Index (Nifty 50)	2.20%	13.70%	11.50%	

NPS equity funds have consistently outperformed its benchmark over the trailing periods under analysis.

The data has not considered for three & five years of Birla Sun life pension fund, while calculating the average returns of equity as well as debt funds as it started on 09.05.17. For a better comparison of average returns with a benchmark index seven fund's returns have been taken during the period of analysis.

During the period under analysis from February 2014 to February 2019 TIER -I, NPS equity schemes (E) have, on an average, done better than benchmark returns (Nifty-50). NPS equity funds have given an average return of 13.08%, while Benchmark has delivered 11.50% over five years, whereas during three years, Nifty 50 return is less than 0.47% of the average fund's returns.

The equity market is full of uncertainty and risk. During the last one year the return on equity of NPS funds is more or less zero due to high market volatility, rising of crude prices, devaluation of Indian Rupee and other underlying Macro conditions. Volatility is an inherent feature of the equity market, but as an asset class, it beats other and inflation by a wide margin over the long term.

India is a young and growing economy. The current account deficit (CAD) is likely to be only 2.5% of GDP in F.Y. 2018-19. On a positive note, inflation has been under control and in December 2018 was down to 2.19% only. India's Debt to GDP ratio was 46.5% in year 2017-18. When we compare ourselves with China on growth metrics, it is important to note that India is 10 years younger, to reach their level of infrastructure development, it would require us to strive for a similar growth trajectory.

In Interim budget 2019-20, the government presented its 10-point agenda which sees India as a $5 trillion economy in next five years and $ 10 trillion 8 years after. The Fiscal Responsibility and Budget Management Act prescribed that the Debt to GDP ratio of the Government of India should be brought down to 40% by 2024-25.

Hence, the short-term volatility and relentless dip in indices should not prevent you to stop the SIP in NPS, because it is an opportunity for subscribers to gather more units for the same SIP amount and will pay off decent returns in the long term due Indian robust growth story.

Similarly, during this period under analysis from Feb' 14 to Feb'19, NPS corporate debt schemes (C) of seven pension funds have given an average return of 9.79% against benchmark returns of 8.15%. It shows that all the funds have generated more returns over the period under analysis than the benchmark index(CCILBond-TRI).

It is worthwhile to say that NPS Tier-I, Government security scheme (G) during this five year has given excellent returns (more than 10%) against benchmark returns (8.08%).

Assume that a subscriber invested an amount of ₹100000 in Tier–I NPS account in February 2014, and should have opted active choices option of investing in 50% of equity, 30% of the Government securities and 20% of corporate bonds, the accumulated corpus will be on February 2019 for ₹172, 251 based on average rate of returns (E-13.08%, G-10.60% & C-8.56%) of different asset class, which was generated a Compound Annual Growth Rate (CAGR) of 11.49%. The details of allocations and returns generated are as under:

NPS-Tier-I - Allocation on active Choice	Principal	Rate of returns	Amount (₹)
Equity (50%)	50000	13.08	92448
Govt.Debt (30%)	30000	10.60	49647
Corporate Debt (20%)	20000	8.56	30156
Total	100000		172251
Return after 5 years			72251
CAGR for five year as of 8 February, 2019			11.49%

Here's how NPS fund managers performed in debt categories are as under:

Tier I : NPS Corporate Debt Schemes Returns Inception as on 8 Febuary, 2019

Pension Funds #	Returns 1 Year	Returns 3 Years	Returns 5 Years	Returns Inception
Birla Sun Life Pension Management Ltd.	6.62%	NA	NA	8.07%
HDFC Pension Management Co. Ltd.	6.19%	8.59%	9.85%	9.93%
ICICI Pru. Pension Fund Mgmt Co. Ltd.	6.35%	8.73%	10.15%	10.32%
Kotak Mahindra Pension Fund Ltd.	5.36%	8.38%	9.77%	10.15%
LIC Pension Fund Ltd.	5.63%	7.98%	9.60%	9.73%
Reliance Capital Pension Fund Ltd.	6.10%	8.49%	9.79%	9.10%
SBI Pension Funds Pvt. Ltd	6.43%	8.55%	9.81%	10.32%
UTI Retirement Solutions Ltd.	5.68%	8.19%	9.52%	9.13%
Average returns of Seven Funds (except Birla pensionfund)	5.96%	8.41%	9.79%	9.81%
CCIL Bond Broad-TRI	7.71%	6.27%	8.15%	

Tier I: NPS Government Schemes Returns as on 8 Febuary, 2019

Pension Funds #	Returns 1 Year	Returns 3 Years	Returns 5 Years	Returns Inception
Birla Sun Life Pension Management Ltd.	9.19%	NA	NA	6.53%
HDFC Pension Management Co. Ltd.	9.55%	9.31%	10.34%	9.69%
ICICI Pru. Pension Fund Mgmt Co. Ltd.	9.23%	9.39%	10.56%	8.69%
Kotak Mahindra Pension Fund Ltd.	9.60%	9.61%	10.53%	8.60%
LIC Pension Fund Ltd.	11.83%	10.73%	11.40%	11.01%
Reliance Capital Pension Fund Ltd.	9.02%	9.51%	10.53%	8.35%
SBI Pension Funds Pvt. Ltd	9.49%	9.59%	10.70%	9.54%
UTI Retirement Solutions Ltd.	8.86%	8.65%	10.13%	8.33%
Average returns of all seven				
Funds (except first one)	9.65%	9.54%	10.60%	9.17%
CCIL All Sovereign Bond-TRI	7.86%	6.24%	8.08%	

http://www.npstrust.org.in/return-of-nps-scheme
*Scheme Returns for more than one year are annualised

NPS schemes have outperformed by investing in the index, whereas mutual funds have not performed well during this period due to high valuation of the market and holding more cash in portfolios. The scope of returns in the large cap mutual funds may hurdle in the future due to SEBI rules for reclassifications of schemes, large growth of AUM and higher cost of management charges.

However, NPS allows for the financial year 2015-16 an additional tax deduction under section 80 CCD (1B) to individuals, on savings of ₹50,000, over and above the limit of ₹ 1.50 Lakhs under section 80C. Self-employed individuals who don't have the option of Employees Provident Fund(EPF), should invest in 15 years, PPF accounts ₹150,000 per annum and may invest Tire I NPS to avail additional tax benefit for ₹ 50000 under section 80 CCD (1B).

As per existing law, compulsory 40% of the final corpus of NPS have to be amortized. It is the most negative factor of NPS, because annuity investment does not generate good returns due current investment patterns. The subscriber will get less return through annuity in comparison to bank fixed deposits. On the other hand, like bank interest income,annuity is entirely taxable in the hands of the individual in the year of receipt.

Recently, it was allowed tax free withdrawal of 60% of the corpus, while the entire EPF/PPF corpus is exempt on withdrawal. One can purchase annuity 100% of the corpus and pay tax on annuity income based on his income tax slab under the head salary. Another tax friendly feature of the NPS is that GST is waived on annuities purchased with the NPS corpus. Normally, there is 18% GST payable on the value of the annuity. But NPS investors are exempt.

NPS seeks to include the habit of saving for retirement and provide for regular income during the retired years. The life span of the individual has increased due to better health and sanitation conditions in India. As a result, the number of post-retirement year's increases and rising cost of living, due to inflation and life expectancy make retirement planning essential. Thus, it is necessary in our life to invest a small amount of money in NPS during the early years in order to enjoy better superannuation life.

For instance, you want to accumulate a corpus of ₹100,00,000 for your retirement, you may start investing at the age of 30 under active choice option (E-50%, G-30% & C-20%), through monthly SIP of ₹3165 and you will accumulate your retirement fund with an annual return of 11.50 % by the time you turn 60 , which is sufficient to generate ₹56000 per month (assume 6.75% interest in bank FDR), for your post retirement living expenses easily.

In view of the above, it is prudent to invest in the NPS amount of ₹2,00,000 per annum in NPS in order to avail the tax benefit under section 80C for ₹150000 & 80 CCD (1B) for ₹50000 and save additional tax up to ₹15,000 per annum (without surcharge for highest tax bracket) under section 80 CCD(1B). ▸◂

Shrinking Space What Seniors Suffer From



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I grimly disagree with the Victorian poet, Robert Browning, who rhapsodizes, perhaps, to rekindle the spirit of the geriatrics: "Grow old along with me, the best is yet to be..." The intrinsic pains and miseries of the aged are manifold, as experience in contemporary scenario exposes, making it difficult for us to concur with the poet's ebullient exhortation.

The other day, I witnessed the restrictive existential edict being imposed on an old man, residing nextdoor. I see him daily sitting alone in front of his house. He appeared to be beyond the familiar pail of 72 and qualified himself for the sobriquet 'super citizens!' One day, I found him gravitate to the house opposite. A woman of the house was standing outside. He started accosting to the woman, herself appearing to be of his age. Soon came a call from his life partner, warning him to return. On many occasions, I found his household keeping close tabs on the man, whenever he leaves the house for an outing.

The elders are often relegated to the sidelines when it comes to making decisions on fateful matters in the family, curtailing their participative space. The poor souls are thus pushed into a morbid aloofness of sorts.

The aged are always precluded from spheres of active lifestyle. The family does not allow them to join in any arduous task. Suppose, you want to try your hand in a bit of horticulture. "No grandpa, you shall better go and take a rest," barge in your granddaughter to your utter dismay. Your brewing enthusiasm soon dies down and you go into a depressive mood. The children even tend to evade or ignore the greybeard thinking that the latter have outlived their utility and are unfit for their fun world!

The geriatrics find it often awfully difficult to use the road as a pedestrian or, more, as a vehicle driver. The fluent infringement of road discipline by the cavalier road users proves perilous for the aged, who are physically inelegant and lack dexterity and rapid maneuverability. Most of the elderly people feel it tough to travel in our public busses. If a woman, even comparatively young, enters a bus, she may readily get a seat vacated. But an old buffer rarely gets the pleasure of such patronage! The old persons making use of the pedestrian paths, which are invaded and perennially occupied by hackers and unauthorized vendors, run the risk of being hit by fast moving cyclists or motorists.

Another menacing scenario is a mystery factor. The aged people living alone or as couples meet their end believed, initially, to be natural deaths. But later an enshrouding puzzle gets unveiled bringing to light the lurking truth that foul play has occurred in the matter.

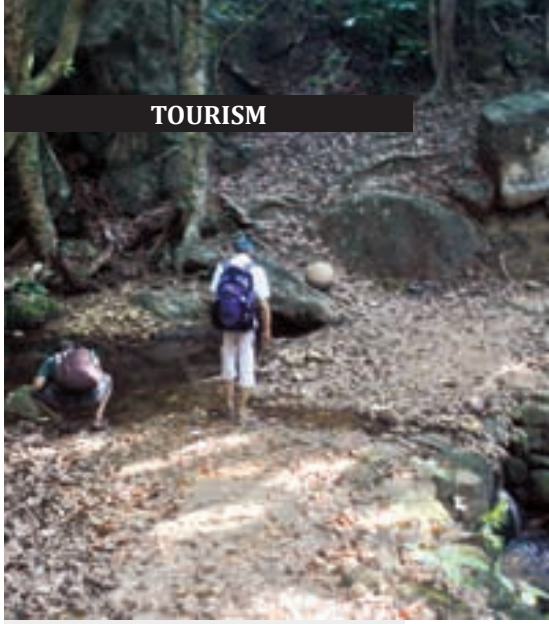
Overall, it is true that our high-inequality social, economic fabric has not been easy on most people, who are over the age of sixty years. They live in the winter of weary hopes. They are compelled to internalise rejections, refusals and rebukes. Many deserve help. ▸◂

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 IN 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

A Journey to the Abode of Agasthya

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Madurai Division
Southern Railway



Numerous streams cross the trekking path

"Once we reach the hilltop, see the sage Agasthya,
And receive his benevolent regard,
The muddy water of our hearts will clear up,
And our sickened bodies will be appeased with the grace of healing"

Thus says Lakshmana soothingly to Rama in the Malayalam poem "Agasthyahridayam", as the duo trudge along the arduous route to the sage's abode uphill.

Situated far away from the human habitations, the Agasthyarkoodam peak (1868 m)is part of the Agasthyamala Biosphere Reserve and can only be reached by a strenuous trek though the lush green forests of the Western Ghats. Legendary sage Agasthya is believed to have meditated atop the peak and his meditative knowledge and the research on the medicinal plants of the surrounding hills leading to the foundation of Siddha branch of traditional medicine.

Day 1: After a pleasant motor cycle ride from Trivandrum through verdant greenery of the mist-clad mountain roads, we arrive at the Bonacaud forest station and collect our entry permits. Further one km up the road littered with elephant droppings- apparently they cross the road frequently- we reach the sleepy little hamlet of Bonacaud in the midst of an abandoned tea estate. We stop for a steaming cup of tea at the roadside stall and pick up our 'Kani' guide. Kanis are the original inhabitants of these parts of Western Ghats, whose settlements are located near the basins of Karamana and Neyyar streams.

Our road ahead passes through the abandoned Bonacaud Tea factory and we find the road blocked abruptly by a large group of cows. We take a detour of the factory to avoid bovine wrath and find ourselves once again on the gravel road leading to the entry point to the forest. Motorable stretch of our journey ends here and we brace ourselves for the ascent.

We begin our walk at a lazy pace along the forest trail and soon find ourselves under the thick, dark canopy of towering trees and gigantic creepers. Spellbound by the unfolding spectacle of sunrays seeping in through the high canopy in the natural amphitheatre around us, we trudge along as the climb gradually steepens.

One of the richest concentration of biodiversity of the Western Ghats, Agasthyamala biological park is home to an astounding variety of flora and fauna. All along the route we see bear and elephant droppings. Our guide recounts the unfortunate incidents of reckless trekkers perished under the fury of provoked tuskers. Even tigers from the nearby Mundanthurai Tiger Reserve on the Tamil Nadu side make occasional forays into the upper grasslands of Agasthya hills in search of water and prey. Fortunately the only attack on us from the animal kingdom came from the notorious leeches who ruthlessly sucked our blood from every wet spot. At the diversion towards the Bonaforce waterfalls we also learn from our guide that the entry to the falls are closed now as the mighty pachyderms more than once expressed their displeasures over the intrusion of voyeuristic trekkers into their territory.

As the trek proceeds, the climb becomes increasingly strenuous and the landscape changes dramatically – we pass through the deciduous forest with their thick foliage and cross Karamanayar with rocky riverbed. The summer has dwindled the mighty river into a brook. Yet another exhausting climb through a stretch of luxuriant vegetation and we reach Vazhapindiyar - another gurgling stream with a spectacular waterfall. We wade through the chilly waters of the stream to reach the fall and take bath in the refreshing cool waters of the fall. We breakfast sitting on the rocks in the riverbed. Appetites whetted by the exhausting climb and the cool bath, the packed chapattis accompanied with just pickles tasted great!

After a brief rest we resume climbing. Soon we cross another mighty stream Attayar (translated as Leech river). In each stream we refill our water bottles and recharge



Route up the rocky mountains

ourselves by the refreshing cool breeze of the stream. After a brief pause on the imposing rocks in the stream and a photo session atop the branches of the lovely tree midstream, we trudge along once again and presently cross the vast grasslands. With the scorching sun above us, the climb becomes more strenuous. Each time in the open grasslands, we resist the temptation to rest in the open and drag ourselves upto the stretches of cool shady forest which we soon began to call as AC stretches. Towards the end of the grasslands, the climb is steeper and after this last portion of strenuous climb we are happy to reach Athirumala base camp-our halt for the day. We covered some 14 km of trekking route in little over 7 hours.



View from top of Agastya hills

The base camp is situated at 1023 m and as the fleeting clouds occasionally clears up offer tantalizing views of the Agasthyar peak shimmering in the afternoon sun. We unpack the vegetables and groceries (only bare essentials) carried on our backs all the way up as our guide prepares a fire and presently transformed into a cook. The camp has trenches on all sides to keep away the elephants. There are a few thatched huts with bamboo cots. As dusk approaches the temperature plummets accompanied by chilly wind and fog. The camp is lit by solar lamps and we chat around the meals. Presently a group of Esthonian nationals join the camp who occupy the nearby tent. We sleep to the tune of howling wind battering against the roof of the tent.

Day 2 : As we loiter around the camp gazing up at the billowing clouds whirling around the peak, we find the Estonians already up and ready to go. We sat around for tea and breakfast of delicious Uppuma and muse dully on the prospects of rain playing spoilsport. As we finally begin, it started drizzling. We are ill prepared for a shower, but fortunately the sky clears up after a brief shower.

With muscles still aching from previous day's climb, we trudge along slowly through the dark forest. Apparently the climb is steeper than the day before and near vertical in some places where we depend on the plastic ropes laid beside. After climbing up for more than an hour we rest on an overhanging ledge and rewarded with a breathtaking view of the valleys below. We pass through the bamboo forests, open grasslands and reach a vast expanse of rocks. A dip in the large pool inside a vast rock, fed by a brook, is refreshing after the climb through the open under the merciless sun. We pass a long a rocky ridge bordering the Tiger reserve on the Eastern side. As we pass along, our eyes expectantly explore in vain the valleys below in search of any trace of the big cat and reach Pongalappara, a rocky valley.



Route through the open grasslands

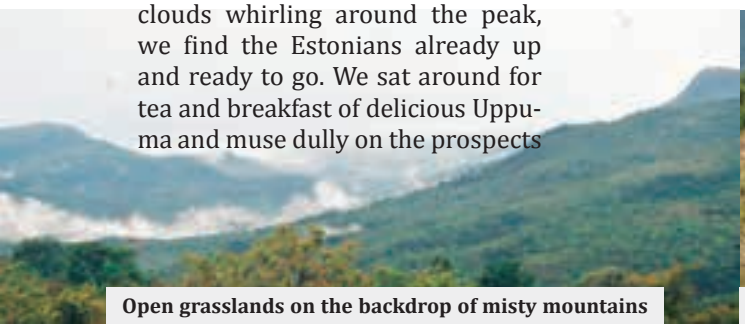
From Pongalappara, the trek involves scaling a series of near vertical towering rocks. Hesitantly, we clamber on one by one supposing that the plastic rope, worn-out by the persistent use won't give up. We drag up our exhausted bodies in a final vertical challenge and voila-we are on the top!!! From the rock face we landed we are led to the statue of the sage surrounded by a bunch of stunted trees. As exhaustion slowly give way to exhilaration, we take in the breathtaking views of Valleys, mountains, as the wind howls around us. Even the wind here is believed to have medicinal proprieties. As Lakshmana muse in verse

"The mantras-smelling, hands of wind that grind medicinal herbs."

We find the Estonians absorbed in Puja consecrating a miniature statue of Agasthya that they will carry home to adorn their Siddha medicine outlet in Esthonia.

After a brief rest, and paying homage to the Sage we are ready to climb down. After a giddying look down the edge of the rock, we descent along the rock gingerly. We heave a collective sigh of relief on reaching the bottom of the last giant rock. A couple of hours climbing down and we reach the base camp before dusk.

Day 3 : With a last longing look at the towering peak, we leave the base camp braving the morning shower. Another refreshing bath in the falls, chewing sour amla from the trees of the grasslands, dripping from the occasional drizzles and we are out of Agasthya's enchanted territory to the dust and din of civilization.



Open grasslands on the backdrop of misty mountains



Crawling up the hill

"A Village Boy's Ordeal with English when Landed in Railway Service"



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I was hardly twenty years old when I landed in a Central Government job in 1964 and it was no mean feat for someone with a minimum educational qualification of SSLC, studied in Tamil Medium in a Board High School at Polur Town, trekking five plus five miles for up and down by walk with neither a footwear nor an umbrella above the head whether it shines or rains from a non'descript village of Kuruvimalai in the erstwhile North Arcot District (now Tiruvannamalai) of Tamil Nadu State.

Earlier to the appointment in Railways, I served for nearly eight months in 1963 in Tamil Nadu State Government's Block Development Office in Class III service in scale ₹90-125, where we had to buy compulsorily khadi cloth for a fixed sum every month while taking our payment. Being a village based boy, I was accustomed to wear khadi dhoti and khadi shirt in that service with pride.

In July, 1962, I had applied to the Railway Service Commission for the post of Office Clerk in scale ₹110-180 {I still do have all these original records in my treasure box and hence am able to recollect the exact dates}. Then I wrote the written examination on 11 November, 1962 of this RSC even without knowing what to prepare for that. Anyway God was by my side and I passed the examination and was called for an interview which was held on 1 April, 1963 in a First Class Compartment kept in the Katpadi Railway Station. The interviewing authority did not question me anything difficult except verifying my original records and asking few formal information about my prevailing status then. Later on I got my selection result on 6 November, 1963 and next call was given to attend a Medical examination on 5 December, 1963 at Railway Hospital Perambur and Royapuram which was the HQ. of Madras Division. It went on well for three days and on the last day, the Doctor in charge announced that we were all declared to have cleared the test. It was exactly the "Flag Day" i.e.7th December, 1963 and the doctor asked us to contribute our mite in the Flag Day Hundi kept on his table. Due to over joy I put in it all that money I did have in my pocket and happily left the place. After coming out only, I realised that I did have not even a single paise to travel by bus from Royapuram to Madras Central. You will wonder if you know that the bus fare was just 10 paise only (the minimum was 7 paise and this 10 paise was for the second stage). Fortunately a co-candidate came in help and bought the bus ticket and saved me to proceed to Polur by Train. Then the I got the letter for a direct interview with Divisional Personnel Officer at Royapuram on 17 December, 1963 and that too passed on smoothly, but after coming out of the Officer's room, I had a rude shock to find that the DPO Mr. M.C. Madappa had put his full signature with date, in the first page of my S.S.L.C. Book {which I had to get back from the Madras Public Service Commission—with whom it was lodged on my selection there also and awaiting placement—after giving a declaration in writing that I would forgo the offer and will not claim in future}. Rolling down tears from my eyes, I asked the clerk in charge about the endorsement and he consoled me immediately that it was a guarantee of my confirmed appointment in Railways. Then only I came back to life. {That clerk also suggested me to continue with my knowledge in typing and even today I do not forget his advice as this typing ability helped me a lot to earn a good name from my superiors by presenting the matter typed by myself then and there without depending on either typist or steno leading to delay in typing on its turn. Even at my present age of 75, I am also able to keep operating the computer which does have almost the same keys parallel to a typewriter and with which I am able to help senior and super senior citizens on their pension matters}. Then we were told to go back and wait for final appointment orders by post. {Only after joining the service, I found many of the candidates living in the city collected their orders directly and joined duty immediately in December 1963 itself—I am mentioning this because it had a very bad reflection on my pay fixation in the Third Pay Commission in 1973, inspite of our RSC seniority}.

I therefore got relieved from the State Government Job on 21 December, 1963 and awaiting Central Government Job with 100% co-

nfidence. After reaching my village, it became my prime duty daily to watch for the arrival of the Postman from another nearby town of Kalasapakkam that is three miles away, as our Village Post Office was not connected directly then. I very well remember the postman Mr.Bangaru Naidu wearing Pancha Katcha Dhoti and coat with turban smeared with 'namam" in his forehead. Thank God, within few days, the good appointment letter dt. 17/20 January, 1964 by Registered Post came to my hand on 21 January, 1964. Unbelievable that I got it the very next day on its registering the previous day by the Railways at Madras Central. I took my majestic journey with Railway Pass in Third Class to Madras Central and joined on 29th January, 1964 in the Office of DSTE/ Power Signalling (later on changed as "Remodelling") which was located at the beginning of Platform No.7 in the Central Station itself in the first floor next to First class waiting rooms. This Red Letter Day remains ever green in my memories as if I landed on the peak of Himalayas.

Though my first phase of landing in the job was over thus smoothly and positively, my mental agony started on the other side in a different way quite unexpectedly from day one I joined. Yes, first of all my dress code that I continued (with khadi dhoti and khadi shirt) drew the attention of all my colleagues to look me so much down. Then my zero (not even poor) knowledge to write and read (leave alone to talk) in English added fuel to fire inviting humiliation from the experienced persons dealing the language causally. It is all beyond anybody's guess to gauge the extent of mental stress and strain that I was subjected to on both these accounts. All the words ever written in this world are not enough to describe my ordeal that continued for nearly six months. As I joined by the end of the month, I had to wait for another whole month to receive my full salary with which I got stitched new pants and shirts to suit the city culture as suggested by my colleagues who later on came close to me and understood my genuine ground realities and became good friends. Next step I started was going to nearby libraries and spending maximum time-both in the morning and evening and full day on holidays-to read all English news papers, books, magazines and refer the dictionary , besides turning the pages back in office files to know the past dealings. Slowly I picked up and gained the required level to read, write and speak in English on par with other staff. I must really thank my then officers and supervisors to pardon my mistakes patiently and my colleagues by rising up to the occasions to support and save me. No doubt, I do agree that it is a must to cope up with the Official Language to match on all required aspects of our employment in Central Government Service where English is the medium of transactions; But I am still unable to surmise as to how much a person had to struggle to know a language which was not a medium of instructions in his school education. In my humble opinion, English is also just another "language" and certainly not a "knowledge" in the first instance. We only gain the knowledge of the language out of experience by constant dealings in it. That is all. My Tamil Language with 247 letters had nothing to do with the English's 26 alphabets. Setting aside all these views, by virtue of my long experience and association with ever growing need, I believe that I had come up to the expected standard and became well conversant with the English Language by which confidence I wrote & passed the written examination and an interview for the post of relieving ASM at the end of 1964,but due to lack of proper guide, I did not pursue it further. Above all, I would like to mention with pardonable pride that I was declared to be the one and only "Outstanding" candidate in the Chief Clerk Selection (the only written test - followed by an interview, available for clerical cadre) on 17 January, 1991 and it remains an unbroken record in the annals of S&T Department of Southern Railways till this minute of typing this article today in 2019. Thus it became one more Red Letter Day in my life, as the Head of my Department rose up from his seat, came to the other side of the table and congratulated me. This achievement prompted me to write a guide booklet compiling the syllabus prescribed on all common subjects like Stores, Accounts, Establishments, etc. for the prospective aspirants. Interestingly, according to my information, even today, Xerox of this booklet is in the hands of tens of hundreds of staff including technical categories not only in my own S&T Dept. but also with other Depts. all over Southern Railway. I am gifted with an excellent "foreword" to my this handwritten booklet by an ex-Chief Signal Engineer Shri K.S. Kalidas, on 11 May, 1992. {To be featured in a box}.

After retirement, besides my passion (i) to help the village based tiny tots (with unadulterated love and unbound welcoming joy) by offering study materials and learning aids from my pension amount around ₹75,000 per year consecutively for the last twenty years since my retirement in 2001 as well as (ii) to help our retired fraternity in getting solved their pension grievances through Banks' CPPCs and our Railway authorities (I feel that this "non-reciprocal" service to the fellow humans of this society in these forms is an offering to the God), I Started Writing Articles in English Language (which disturbed me so much in my initial days of Railway Service) and more than thirty articles are published in Railway Pensioners' National Digest published from Palghat (Kerala){circulated all over India through Bharat Pensioners' Samaj, New Delhi} and most significantly there are many articles published in our prestigious "Indian Railways" magazine – {the only English Magazine of our Indian Railways circulated all over India and abroad} amidst innumerable articles from both retired and serving experts of our Organisation.

With due humility, I feel wonderful that I am greatly honoured by getting published the articles written in English by a Tenth Standard Tamil Medium village boy, joined as a clerk in 1964, retired as Office Superintendent/Grade One. in 2001 and able to send this article of "reminiscence" now in 2019 to share with our Railway retired fraternity in particular. I have understood that positive persistence is the key when it comes to overcoming set backs and odds in our life's journey. It is certain that God helps to those who help themselves and there is no substitute for hard work while our will power surely takes us far. What more blessings can the almighty shower on this layman? I am, blessed with a good wife, better children, best daughters- in-law/son-in-law and super grand children, now happily living to my heart's content with full satisfaction, dedicating all my name and fame earned (for my school activities published in many National Daily like The Hindu, Times of India, The New Indian Express, etc., and Tamil State Daily on tens of hundred times in the last twenty consecutive years. I also had the honour of appreciation for my non-reciprocal service from the Governor of Tamil Nadu; Secretary of Department of Personnel and Pensioner Welfare, New Delhi; Southern Railway; ED/Signals/ RailwayBoard/New Delhi, Education Ministers of Tamil Nadu Government; Bharat Pensioners' Samaj, New Delhi; Railway Pensioners' Samaj, Chennai; Nataional Federation of Railway Pensioners, Kerala, Kanchi Sankara Mutt and so on) to the Railways which is equal to my parents and which gave me this status in the society and still taking care of me with monthly pension with which I am able to help less fortunate people. ▸◂

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Hill Station Train – Kalka Shimla Railway

Anil K. Saxena
Freelance writer, Gaya

Kalka Mail is the present oldest running train in the History of Indian Railways, with a long lasting service of 154 years till now. This train was introduced in 1866 as the "East Indian Railway Mail" with 01 UP and 2 DN number plate. This train is introduced to take the all British officers and the Viceroys from capital Calcutta (now Kolkata) to then summer capital Shimla. This train takes them from Howrah to Kalka and from there a narrow gauge East Indian Railway mail 01 UP and 02 DN use to take them to Shimla. Now this service has been discontinued, after independence the service of the train has been restricted to Kalka only and after rationalization this train even lost its number and has been alloted 12311 UP–12312 DN. Moreover the narrow gauge East Indian Railway Mail has been changed to Shivalik Super Deluxe train and takes the passenger from Kalka to Shimla and vice-versa. Moreover the link between this train is still maintained. The UP Kalka Mail reaches Kalka at 0430 hrs and Shivalik Super Deluxe leaves Kalka at 0530 hrs. Moreover sometime this train usually been stranded at Kalka Railway station for the arrival of Kalka Mail. Until unless Kalka Mail gets delayed by 4–5 hrs. As per Railways it is the only official connection to 12311/ 12 Howrah Delhi Kalka Mail in both directions.



Shimla (then spelt Simla) was settled by the British shortly after the first Anglo-Gurkha war and is located at 7,116 feet (2,169m) in the foothills of the Himalaya. By the 1830s, Shimla had already developed as a major base for the British. It became the summer capital of British India in 1864, and also the Headquarters of the British army in India. The Kalka-Shimla Railway was built to connect Shimla, the summer capital of India during the British Raj, with the Indian rail system.

"The Guinness Book of Rail facts & feats" records Kalka Shimla Railways as the greatest narrow gauge engineering in India. It is indeed true, construction of 103 tunnels (102 Existing) aggregating five miles and over 800 bridge in three years, that too in rough and hostile terrain was not an easy task.

The Historic, approximate 116 years old KLK-SML Railway line which was opened for public traffic on 9th November, 1903, became UNESCO Declared world Heritage Railway line, when it was conferred Heritage status on 10th July, 2008 & listed under "Mountain Railways of India".

The Kalka–Shimla railway is 2 ft 6 in (762 mm) narrow-gauge railway in North India which traverses a mostly-mountainous route from Kalka to Shimla. It is known for dramatic views of the hills and surrounding villages. The railway was built under the direction of Herbert Septimus Harington between 1898 and 1903 to connect Shimla, the summer capital of India during the British Raj, with the rest of the Indian rail system.

Its early locomotives were manufactured by Sharp, Stewart and Company. Larger locomotives were introduced, which were manufactured by the Hunslet Engine Company. Diesel and diesel-hydraulic locomotives began operation in 1955 and 1970, respectively.

The Kalka-Shimla rail route, which has completed 116 years offers the charm of old-world travel amidst lofty pines and lush green, misty mountains. This is one of the four narrow gauge rail routes on hill terrain in the country, the other three being the Darjeeling, Ooty and Pathankot–Jogindernagar routes. In



fact, the Darjeeling route was used as a model for the Kalka-Shimla route, which was proposed in 1891. Started during the reign of Lord Curzon in November 1903, this rail route features in the Guinness Book of World Records for offering the steepest rise in altitude in the space of 96 kilometers. More than two-thirds of the track is curved, sometimes at angles as sharp as 48 degrees. Laid out on a 96 km long narrow gauge track that passes through 103 tunnels and across more than 800 bridges and viaducts, it is one of the most beautiful hill railways in India. It was considered the "crown jewel" of the Indian



Barog railway station

National Railways during British times. Flanked by hills on both sides, the rail line, like twin threads of silver, clings to the steep cliffs and ventures boldly over bridges, built over tiny streams that show off their radiance in the sunlight. The cool breeze sweeps across your face as the train makes an arduous climb of almost 4,800 feet from Kalka to Shimla in almost five hours.

The rail line begins its climb almost immediately after its departure from the Kalka railway station. The toy train chugs along the line, whistling through the deodar, pine, ficus, oak and maple woods at a speed of 22 km an hour. As the journey begins, one is taken in with the change in vegetation, and the majestic glory of the railway stations and Gothic-style bridges en route. The most refreshing part of the journey is the experience of sitting by the window, breathing in the cool breeze and taking in the greenery, smell of fresh dew on the vegetation, the chirping of birds and the sight of cattle grazing around the track, especially if you are travelling in either of the two early morning toy trains. Total change of altitude : From Kalka, 655 meters (2,150 ft) to Shimla of 2,076 meters (6,811 ft).

There are a number of station on the Kalka-Shimla toy train route. The first main station is at Dharampur, at a height of 4,900 feet and at a distance of 20 miles from Kalka. The gradient here is very steep, and in order to achieve the flatter gradients required by the Railways, the line develops into three loops at Taksal, Gumman and Dharampur. After leaving Dharampur, the rail line gains on the road route by taking short cuts and tunnels so that up to Tara Devi, the distance by rail from Kalka is almost one-fourth mile less than the distance by road. Twenty four miles from Kalka, the railway line is 5,200 feet above sea, where it falls to 4,900 feet at Solan, and further to 4,667 feet at Kandaghat (36-and-a half miles from Kalka), where the final ascent to Shimla starts. The rail line goes through Shoghi and from Tara Devi, the rail line goes round the Prospect Hill to Jatogh, winding in a series of curves round Summer Hill and burrows under the Inverarm Hill to emerge below the road on the south side of Inverarm, and thus reaches Shimla.

There are over 800 bridges. One of the most interesting features of the Kalka-Shimla route is the absence of girder bridges. There is only one 60-foot plate girder span in a pinewood near Dharampur and a steel trestle viaduct, which replaced a stone gallery in 1935. The remaining 866 bridges, representing three per cent of the line, carry the rail track over the ravines and between the hill spurs. Multi-arched galleries like ancient Roman aqueducts have been used to take the tracks over the difficult terrain, which would otherwise have been difficult to cover. These stone masonry arched bridges, which use lime stone, have as many as four storey's, each story having an arch and each arch having a different configuration.



Thre are 103 tunnels on the Kalka-Shimla train route. Most of the 102 tunnels (the 1930's renumbering, with numbers going up to 103, has not been changed till date though tunnel number 46 does not exist any more) too have a history of their own. An interesting feature about these tunnels is that till today, whenever these tunnels have to be illuminated for maintenance, plain mirrors are used to catch the sunlight and reflect this light inside the tunnel.

Gone are the days of travelling in the rickety coaches with wooden berths. In their place stand freshly painted coaches which provide the comfort of chair cars. Another coach, Shivalik Queen, provides privacy in the form of coupes. For those looking for royal luxury, the Railways provides Shivalik Palace, a separate luxurious compartment with beautiful interiors, provision of sleepers and comfortable sofas for relaxing. This also has a well-equipped kitchen and an attendant to serve foods and drinks, along with an attached bathroom. The other option for tourists is to take the rail car which takes lesser time than regular trains to reach Shimla.

The facilities at Shimla railway station for passengers include a retiring hall, a ticket counter, a reservation centre, foot-over bridges, and ATM and enquiry booth. The Shimla railway station has a total of four platforms, which are connected with over-bridges. When you visit Shimla railway station, you must try the delicious food served at the restaurants near the railway station. You can find restaurants serving Indian food, Chinese food, Tibetan food and many other cuisines.

Computer Addiction – A Problem



Dr. Kiran Bala
Freelancer
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Getting the chance Nitin who is sixteen, will spend up to eight hours in front of a computer screen. He is a obese chap weighing more than hundred kilos and he is 'loner' not interested in making friends or going out.

And look at Mr. Anand--the moment he enters the house --his computer conversation starts. He is not interested in saying 'hello' 'hi' to any of the family members. His best companion is 'INTERNET'.

Our society is becoming more and more computer dependent not only for information but also for fun and entertainment. This trend is affecting all ages starting with computer games for kids to 'chats' for the unwary or vulnerable adults.

There is nothing wrong in making use of computers for various purposes --but when people start over using it--it becomes a problem.

When Computer came into our lives towards the end of the twentieth century ---it was believed that it will reduce all our working weeks and give us more time for leisure and being with friends and family. No one really imagined that Computer could become an addiction instead.

The situation may be:

- Your child is falling behind with homework because of always being on the computer.
- The husband or wife have become a 'virtual reduce' and spend all their time locked away in one room for hours at a stretch (Glued to their laptops).
- The phone bill has increased many times.
- People are spending all their spare time in company of computer and don't feel like socializing.

All these situations are indicative of computer addiction behavior.

Computer addiction is like any other addiction.

Person gets psychological symptoms if not in company of computer.
There is a sense of well being while at computer and inability to stop the computer.
People feel lost and irritable --when not able to use the computer.

Internet was first created by the US government in 1968 as a defence tool. In 1992 World-wide web was created and licensed. In1993 there were 130 websites, in 1996 100 000, 1997, 800,000 and in 2001 29,000,000 websites.

Millions of websites offer such a vast array of information meeting people's needs not just hunger for information but for shopping, meeting people, sexual fantasies, pornography and gambling to name a few.

Internet relay 'chat' is one increasingly popular use for the 'internet'. It is a way of communicating with people around the world. This 'chat' is highly addictive, especially for people who are lonely or bored. Once the person starts communicating then they feel they are missing out by not being online and this can be part of addictive nature.

No epidemiological studies on 'computer addiction' have been done. We have no idea that levels or kind of 'computer usage' is normal.

Why do People Get Addicted to Computers

People get addicted to computers usually to escape reality or to cover up their emotions.

Anxiety caused by stress at work, relationships, financial problems can lead to computer addiction. Sometimes physical illness that prevents an individual from leaving the home can be a precipitating factor. Boredom is again responsible for computer addiction in many cases.

Physical Discomfort due to Computer Addiction

Being addicted to computers also may cause physical discomfort including

- Carpal tunnel syndrome (pain, numbness and burning in the hands that can radiate up the wrist, elbow and shoulder).
- Dry eyes or strained vision.
- Back and neck aches.
- Severe headaches.
- Sleep disturbances.

How to Help

If you think you are addicted to the computer or that you have an internet addiction then there are some suggestions to reduce your computer usage.

First and foremost determine why computer use is so desirable.

According to experts, the first step to stopping computer addiction is to determine what it is that makes the use of the computer so desirable.

You may be struggling with depression or anxiety.

You may feel safer and more

comfortable interacting online or you may use the computer as an escape.

Recognizing underlying problem in your life that have led to an increased use of the computer can help to stop the problem.

You may need medical treatment for a mental illness or for anxiety. Psychological counselling may help the cases of 'social phobias'. Either of these conditions can be the cause of excessive computer use.

Limit Your Computer Use

You can set a timer for yourself.

Set your own limits, for,the amount of time you spend on your computer.

Set the timer for an hour, half an hour or whatever amount of time you plan to spend on the computer and make a commitment to stop using the computer as soon as the timer goes off.

Important thing to remember: don't completely abstain from computers–because computers play such an important role in our lives. Instead one must gradually reduce one's dependency on these wonderful knowledge boxe

⭑ *Avoid computer use for recreation*

Instead of shopping online, go shopping with friends or family.

Instead of playing a game online make commitment to play a board game with family or spend quality time with a loved one.

⭑ *Commit only using the computer for work or school*

Helpful Guideline: Don't turn it on as a compulsive habit.

Find a hobby or join a club. Get out and meet real people.

⭑ *Develop coping skills*

To stop computer addiction find a new way to alleviate stress, such as by exercising, talking with a friend or family member in person or taking part in an active hobby away from the computer.

⭑ *Golden rule is: 'keep yourself busy'*

Clean the house. Do painting.

Go and help a needy person.

There is so much you can do without using the computer.

⭑ *Look for social support*

Talk to people with similar concerns.

⭑ *Keep a computer diary*

Start keeping track of time spent and purpose of usage of computer. Eliminate the unnecessary time spent on computers.

⭑ *Summer Camp*

In Germany, social security services have funded a 'summer camp'. This camp on the Baltic coast is run by an evangelical charity. This is Europe's first school of this type for teenage computer addicts, where children are taught how to make friends, exercise and play games. There is only one computer on the site and the children are allowed to use it for only half an hour a day and are not allowed to play games or surf the net. Children have daily session with a psychologist, who teaches them about good eating habits. There is provision for outdoor games also. I feel in India, we are going to need such camps--to modify the habits of our computer addicted kids, in future.

Happy Computers time!

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Indian Railways Sports Round Up



Indian Railway Athletes at the victory ceremony of 59th National Open Athletics Championship

- Indian Railway Athletes won the USIC (World Railways) Athletics Championships (Men & Women) held in Czech Republic from 10th to 13th September, 2019.
- Indian Railway Handball Women team won Silver medal in the 33rd Federation Cup Women Handball Championship help at Faizabad (UP) from 12th to 15th September, 2019. In final match, IR team lost with UP team by 17:19. It is worth to mention that there were 11 out of 18 players in the Uttar Pradesh State team who hail Indian Railways.
- Indian Wrestlers Shri Bajrang Poonia and Ravi Kumar (Both from NR) have qualified for Tokyo Olympics 2020.
- In the Women Senior National Football held at Pasighat, Arunachal Pradesh from 10th to 24th September 2019, Indian Railways secured Second place. The team lost to Manipur in the final match.
- Shri Gope Kundan Kumar, SER and Hari Babu, ICF won gold medal in Asian Bodybuilding Championship 2019 held in Indonesia.
- In the Volleyball Federation Cup held at Amritsar, Indian Railways Women team secured Silver medal after loosing against Kerala State team.
- Indian Railways Football (Men) team participated in the 21st USIC Football Championship at St. Mandrier, France held from 6th to 12th October, 2019 and won Fair Play Trophy.
- In the 59th National Open Athletics Championships held at Ranchi from 10 to 13 October, 2019, Indian Railways Men & Women team won the following Championship:
  - Men & Women Overall Championship;
  - Women team Championship; and
  - Men Team 3rd in Team Championship.
- 54th All India Railway Shooting Championship 2019-20 organized by CRSA at Balewadi, Pune from 18th to 22nd October, 2019.
- Maharaja Banaras Cup for Overall Championship : CR with 31 points
- Bhatnagar Cup for Overall Runners Up : WR with 18 points
- Overall Individual Champion: Akhil Sheron/NR with 10 points
- 62nd AIR Basketball (Men) Championship held at Kapurthala, RCF from 11-17 October, 2019.
- **Final results:** Gold – ICF; Silver – CR and Bronze – NR
- AIR Basketball Championship (W) successfully held at Guwahati from 21 to 25 October: Final Results : ER – Gold, SR – Silver and SWR - Bronze
- 61st AIR Wrestling Championship

concluded at Agra. Final results:

- Free Style: First. NR; Second. ECR; Third. NWR
- Greco Roman: First. NR; Second. NER and Third. NWR
- Indian Railway Cue sports player Sh. Kamal Chawla of Western Central Railway won Bronze Medal in Team Snooker event of World Team Snooker Championship held at Mandalay, Myanmar from 15th to 25th September, 2019.
- Indian Railway Cue sports player Sh. Rafat Habib of Southern Railway won Silver Medal in World Team Masters Snooker Championship held at Mandalay, Myanmar from 15th to 25th September, 2019.
- Indian Railway Tennis player Sh. S. Prithvi of Integral Coach Factory won Gold Medal in Men's Singles and Bronze Medal in Men's Doubles events of World Deaf Tennis Championship 2019 was held at Antalya, Turkey from 12th to 19th October, 2019. IR ICF
- 32nd All India Railway Chess Championship 2019-20 was held at SCRSA/ Secunderabad from 18th to 24th October, 2019. Metro Railway won the team championship. Central Railway stood Second and Integral Coach Factory got third place. In individuals, Grand Master R.R. Laxman of Integral Coach Factory, International Master N.R. Vignesh of Southern Railway and International Master Arghyadip Das of Eastern Railway got first, second and third places respectively.
- Indian Railway Weightlifter (Women) Ms. Jhilli Dalabehera, ECoR won Bronze medal in the ongoing 26th Asian Junior Women Weightlifting Championship (Qualification Event for 2020 Tokyo Olympic Games) being held in DPR Korea from 17th to 27th October, 2019.
- The following Indian Railway Handball Men players participated in the Asian Men Handball Championship at Doha, Qatar from 17th to 26th October, 2019, Shri Naveen Singh was declared Top scorer and Sh. Sombir declared best Goalkeeper (2nd ranking).
- Indian Hockey Woman team qualified for Tokyo Olympic 2020 on the basis of FIH Hockey Woman qualified rounds held at Bhubaneshwar (India) on 1st & 2nd November, 2019. Out of the 18 members of Indian Hockey Woman team, 14 players are from Indian Railways.
- Indian Hockey Men team qualified for Tokyo Olympic 2020 on the basis of FIH Hockey Men qualified rounds held at Bhubaneshwar (India) on 1st & 2nd November, 2019. Sh. Amit Rohidas and Sh. Nilkantha Sharma (both from WR) are from Indian Railways.

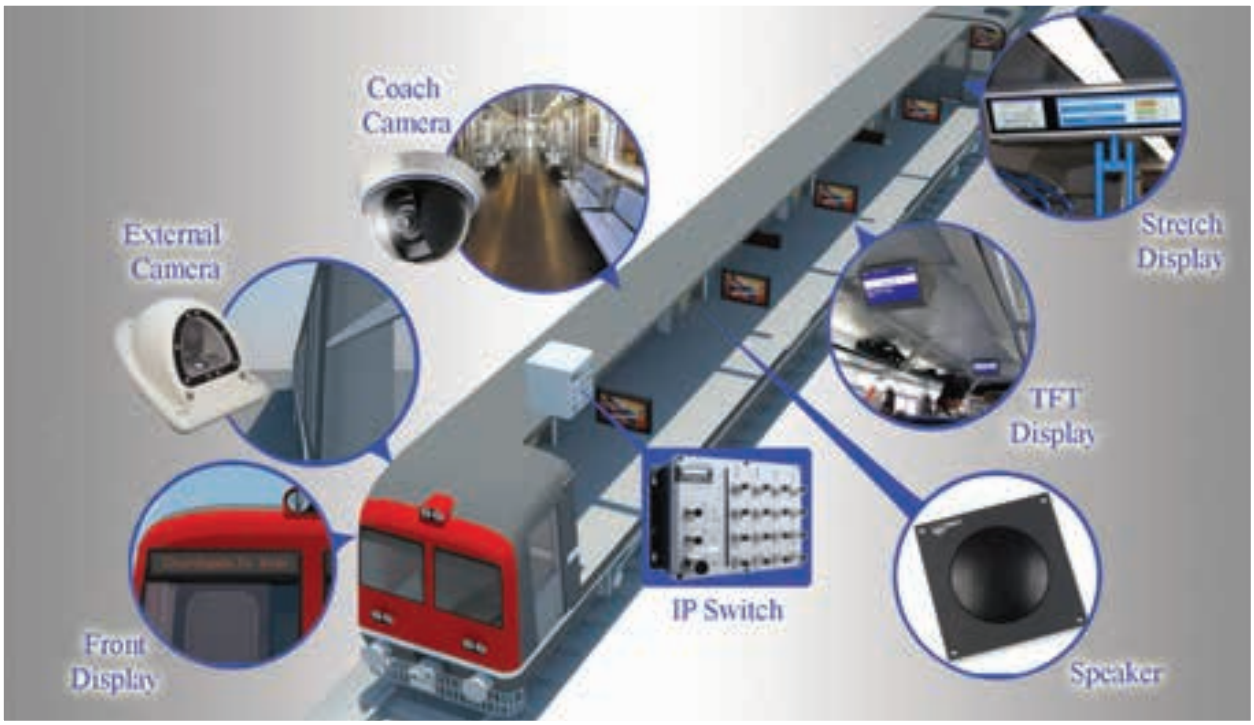


Indian Railway Athletes at the USIC (World Railways) Athletics Championships



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Central Railway

General Manager Chairs 167th ZOLIC Meeting



Shri Sanjeev Mittal presiding over the Zolic meeting

Shri Sanjeev Mittal, General Manager, Central Railway presided over the 167th meeting of the Zonal Official Language Implementation Committee (ZOLIC) at Chhatrapati Shivaji Maharaj Terminus, Mumbai on 13 November, 2019. Dr. R. Badri Narayan, Additional General Manager, Principal Heads of Departments, Additional Divisional Railway Managers of Divisions, Chief Workshop Managers, were present in this meeting.

Shri S. P. Vavre, Principal Chief Electrical Engineer and Chief Official Language Officer exhorted the officers to use Hindi in daily routine paper work.

Shri Sanjeev Mittal, in his address urged all the officials to verify the factuality of the information being sent to the headquarters and to ensure effective compliance of all the Official Language related guidelines with important administrative functions.

CR Registers an Increase of 70.32 % in Ticket Checking Earnings in October, 2019

Central Railway in its endeavor to provide better services to bonafide rail users and also to curb the ticketless travel, has regularly conducted intensive campaign against ticketless and irregular travel. Senior Officers are closely monitoring the revenue loss due to ticketless travel and such other irregularities. During the month of October, 2019, Central Railway has earned Rs 22.87 crore as against Rs 13.42 crore in October, 2018, registering an increase of 70.32%.

During the month of October, 2019, 4.25 lakh cases of ticketless/ irregular travel including un-booked luggage were detected as against 2.80 lakh cases in October, 2018 amounting to an increase of 51.84%.

During the period April to October, 2019 a total of 24.04 lakh cases of ticketless/irregular travel and unbooked luggage were detected as against 20.81 lakh cases in the corresponding period last year thereby showing an increase of 15.54%. The earnings realized from such ticketless/irregular travel registered Rs.126.67 crore in the period April to October-2019 as compared to earnings of Rs.103.77 crore registered during the corresponding period last year showing an increase of 22.07%. During the month of October, 2019, 695 cases of transfer of reserved journey tickets were detected and Rs 5.60 lakh recovered as penalty.

Special ticket checking drives conducted during the festive season of Diwali and Chhat Pooja has helped put a check on irregular travel and has shown a remarkable increase in the number of such cases and revenue collected as penalty. During the period 21 October to 1 November, 2019 Central Railway has registered earnings of Rs.13.94 crore as compared to Rs.11.68 crore during last year's Diwali from 1 to 12 November, 2018 showing an increase of 19.37%. These earnings have been generated from 2,40,754 cases in 2019 as compared to 1,99,812 cases in 2018 showing an increase of 20.49%. Central Railway appeals to the passengers to travel with proper and valid railway tickets in order to avoid inconvenience and travel with dignity.

CR Women Hockey Team wins Gold Medal



Central Railway Women Hockey team won the Gold medal in the 41st All India Railway Women Hockey Championship 2019-20 organized by RCF Sports Association at Kapurthala from 7 to 13 November, 2019.

Central Railway RPF Conducted Special Drive Against Touts

Central Railway RPF conducted special drive against touts involved in e-tickets in all 5 divisions. During the drive conducted from 26 October to 3 November, 2019, 46 persons were arrested with seizure of 490 live tickets valued ₹14,01,648 and 470 journey performed tickets valued ₹6,54,205 i.e. total ₹20,55,853.

All the arrested 46 touts were produced before the Learned Magistrate Courts.

All the live tickets blocked and subsequently cancelled by IRCTC on receipt of advice from RPF. The drive was aimed to control touts on e-ticketing in view of Diwali and Chhath Puja rush of public to their native places.

Public are warned not to buy tickets from touts involved in on line e-ticketing as they cannot perform their journey as well as loss of their money if tickets are blocked on account of legal action.

Central Railway appeals to the passengers to travel with proper and valid railway tickets in order to avoid inconvenience and travel with dignity.

East Coast Railway

Segway - Two Wheeled Patrolling System Introduced at Bhubaneswar Railway Station



View of the Facility

East Coast Railway has introduced Segway patrolling System at Platforms at Bhubaneswar Railway Station on 19 November, 2019. General Manager, East Coast Railway Shri Vidya Bhushan inaugurated this facility at Bhubaneswar Railway Station in presence of Principal Chief Security Commissioner of RPF Shri Raja Ram and Divisional Railway Manager, Khurda Road Shri Sashikant Singh. The battery operated and eco-friendly Segway System will help RPF personnel to move from one place to another during their patrolling duty at Stations in less time and also help in crowd control. This can also help RPF personnel for safety of passengers and protection of Railway properties. This hi-tech patrolling system will also increase the mobility and response time of RPF personnel and will be helpful in more visible policing. This will also solve the passenger's grievance quickly at Station. RPF personnel have been trained and more Segway will be introduced as per the feasibility.

Parliamentary Committee Visit to Visakhapatnam



View of Meeting

Parliamentary Committee on Subordinate Legislation meeting headed by Dr. T. Subbarami Reddy, MP, Rajya Sabha was held at Visakhapatnam on 11 November, 2019. Shri Vidya Bhushan, GM, E.Co. Rly. welcome the members of the Committee. A statue of Mahatma Gandhi, Father of the Nation was unveiled by the General Manager at Visakhapatnam Station Main Entrance Gate.

Northern Railway

Northern Railway Holds Breast Cancer Awareness Programme 'Think Pink' at NRCH

The Oncology Department of Northern Railway Central Hospital held "Think Pink" A Breast Cancer Awareness Program today at New Delhi. This was a part of the World Breast Cancer Awareness Month 2019. Shri T.P. Singh, General Manager Northern Railway, Smt. Harinder Kaur, President NRWWO, Ms. Archana Joshi, AGM and Dr. Shankhwar, Chief Medical Director, Dr Tejinder Singh, HOD Oncology, NRCH along with Doctors and Officers on Northern Railway,



The Awareness Programme

patients & their relatives were present on the occasion.

According to the WHO statistics Cancer will be the most prevalent disease in the years to come. Breast cancer is the most predominant cancer type found in women all over the world. In India it is seen more in the urban population with a prevalence rate of 1 in 28 women. Early detection and timely treatment of the malady ensures lesser complications and good survival rate. Experts were of the opinion that self awareness and regular clinical checkups especially after the age of 30 yrs goes a long way in early detection of Breast Cancer consequently the treatment rate also improves.

- **Lectures Delivered by Oncology Experts to Educate People about the importance of early detection**

Dr. Tejinder Singh, HOD Oncology shared that 128 cases of breast cancer were reported in women and 02 in men in last one year alone at the hospital. Regular health checkup at the hospital and associated health centers will help in detecting cases at an early stage. Speaking on the occasion Dr. Shankhwar, CMD said that Northern Railways is focusing on improving its Medical System. All departments of the Hospital have been revamped and provided with latest equipment for palliative care. Best quality Medicines and services are being given to the patients.

Shri T.P. Singh addressing the gathering congratulated the Doctors of Northern Railways for their dedicated service to the patients and informed the gathering that a new software "Hospital Management System" is being developed by the Railways. Implementation of the automated system will streamline the patient management and their record keeping. The Railways will continue to provide all impetus to keep its health care system with introduction of latest technologies and medicines available.

Many Cancer patients and Survivors shared their experiences on the occasion. Smt. Harinder Kaur, President, NRWWO felicitated them for their grit and determination to fight the disease.

Alert Railway Protection Force Nabs Forty Three Unauthorized Ticket Vendors during the Peak Festival Travel Month of October 2019

- **255 Future Travel Tickets Costing 5 Lakh Confiscated**

Festival time of Dussehra, Diwali and Chhat are the peak travel season on Indian Railways. Taking advantage of the pressure for availability of reservation on trains during this period unscrupulous elements become active, providing passengers with tickets on premium prices in booked in an unauthorized way.

Taking cue from the past years the Railway Protection Force of Northern Railway was highly vigilant and was on a look out for such unauthorized vendors. On receiving in puts the RPF team raided several premises and recovered tickets that had been procured through wrongful means. Electronic Computer hardware and printers were taken into custody. Forty three unauthorized persons were rounded up the month of October and cases were registered against them under different sections of Railways Act. 255 future travel tickets amounting to about ₹5 lakh were recovered from them.

North Central Railway

Air Quality Index Monitor Installed in Head Quarter Office Subedarganj



Shri Rajiv Chaudhry inaugurating the Air Quality Index Monitor at Headquarters



Newly installed air quality index monitor at headquarters

In a bid to create awareness on air pollution an Air Quality Index Monitor was inaugurated by General Manager in North Central Railway Headquarters office at Subedarganj on 16 October, 2019. This system equipped with large LED display have Temperature, Humidity, Particulate matter (PM-5 & PM-10), Carbon Monoxide, GPS and Air Quality sensors. Besides showing these important parameters of surrounding environment, LED screen also scrolls slogans for environment protection, reduction in plastic waste, conservation of water & electricity etc.

Conference on "Safe Train Operation during Ensuing Foggy Weather"

A full day marathon conference on 'Safe Train Operation during Foggy Weather' was held by Electrical Department of Headquarter, wherein Senior officers from HQ and Branch officers of loco operation from all the three divisions, viz Allahabad, Jhansi and Agra along with Chief Loco Inspectors, Crew booking lobby & Running room incharges participated.



Conference on Safe Train Operation

Loco Pilots of the trains are imparted intensive training & special counselling to face this formidable challenge of safe trains operations during this weather,... told Chief Loco Electrical Engineer, North

- **'Safety first and Foremost', has always been the motto of North Central Railway.**

Central Railway, Shri Anupam Singhal. Addressing the conference, Principal Chief Electrical Engineer, N.C. Railway Shri Raj Narayan directed that Fog safe devices used by the loco Pilots in the locomotive during the Fog should be in perfect working order. All the running rooms must be ready in all respects to facilitate comfortable stay of Loco Pilots so that they can take Quality Rest. All the three divisions confirmed about the availability of sufficient quantity of good quality mink blankets, functioning of geysers, room heaters etc. Principal Chief Electrical Engineer directed that signal location books should be distributed to all the loco crew, safety posters must be displayed in all the running rooms & crew booking lobbies by the end of Nov-19. Intensive round-the-clock councelling of loco running staff by the Officers & Loco Inspectors must be carried out & frequency of ambush checks by infrared speed guns & portable breath analysers should be stepped up.

North Eastern Railway

Meeting of Zonal Railway Users' Consultative Committee

Shri Rajiv Agrawal, General Manager, North Eastern Railway presided over the 108th meeting of Zonal Railway Users' Consultative Committee (ZRUCC) held in Gorakhpur on 16 October, 2019. The meeting was attended by members of the committee and senior railway officers.



View of the ZRUCC Meeting

Addressing the meeting, Shri Rajiv Agrawal, General Manager said that the suggestions given by the members are very useful for railway administration to be acquainted with the demands and aspirations of public. He said that action would be taken on the suggestions of members within the available resources.

He gave a detailed account of the various on going and sanctioned construction projects including gauge conversion, doubling, new rail line, electrification and other infrastructural works. He said that unmanned level crossings have been eliminated and provision of road over bridges and limited height subways has been made wherever required. Shri Agrawal said that special attention is being paid to improve passenger amenities and standard of cleanliness at stations and in trains. Modern passenger amenities like lifts, escalators, water vending machines, automatic ticket vending machines and free wi-fi facility etc. are being provided at important stations. Second entry is being constructed at congested railway stations for the convenience of passengers. Eco-friendly green toilets i.e. bio-toilets are being provided in the coaches of the trains at a large scale. Members of the committee gave suggestions for improvement in passenger amenities, stoppage of trains, introduction of new trains, opening of Computerised Passenger Reservation Centres and provision of halt stations etc. in view of public demands.

Northeast Frontier Railway

150th Birth Anniversary of Mahatma Gandhi Observed in NFR

The 150th Birth Anniversary of Mahatma Gandhi was observed with day long activities in all Railway Stations and Railway Establishments over N.F. Railway on 2 October, 2019. The day started with administering pledge on "Swachhata & Non-use of Single use plastic" by Shri Sanjive Roy, General Manager, N.F .Railway at Maligaon and by Divisional Railway Managers in their respective Division. Floral tribute was offered in the photograph of the Father of the Nation by the General Manager and other senior officials. It was followed by tree plantation and offering of "Shramdan" for cleanliness and collection of plastic waste from stations, tracks and other railway premises. Prabhat Pheries and Nukkad Natak were also organised in various locations to inform and educate general public about non use of single use plastic in day to day life. Audio campaign through FM channels, Audio-visual campaign through cinema halls were also carried out within the jurisdiction of NFR so that the message on cleanliness reaches the maximum strata of our population. Large numbers of railway employees, officers, Scouts & Guides and school students participated in the Shramdan throughout NFR in connection with the "Swachhata Hi Sewa" initiative.



Shri Sanjive Roy administering pledge on "Swachhata & Non-use of Single use plastic"

43rd All India Railway Basketball Championship (Women) Held at Maligaon

Shri Sanjive Roy, General Manager, N.F. Railway on 21st October inaugurated the 43rd All India Railway Basketball (Women's) Championship 2019. The tournament was held at the N.F. Railway Indoor Stadium, Maligaon and organised by the NFRSA (N.F. Railway Sports Association) under guidance from RSPB (Railway Sports Promotion Board), New Delhi.



Shri Sanjive Roy inaugurating the 43rd All India Railway Basketball (Women's) Championship (L), Eastern Railway team with championship trophy (R)

About 144 women basketball players representing 12 teams from entire Indian Railways were participated in the tournament. 20 referees from RSPB were also assembled to conduct the matches along with officials. Ms. Geethu Anna Jose of Southern Railway, an Arjuna Award winner and captain of Indian National Women's Basketball team also participated in the tournament. Many other reputed players like Sruthi Arvind, Navaneetha, Rajapriyadharshini, Bhandavya, Madhu Kumari, Shireen Limaye, Pushpa and Anitha who represented the Indian National Basketball (Women's) team participated in the tournament. The semi-finals of the tournament were held on 24th while the final was held on 25th October, 2019. The final match was played between the teams of Eastern and Southern Railway where Eastern Railway team emerged champion in the tournament. ▸◂

Nine Railway Men Awarded for Showing Exceptional Alertness During Duty

Nine railway staff from various divisions of N.F. Railway, who showed exceptional devotion & alertness while performing their duty during the month of August, 2019 was awarded during a function held at Maligaon on 30th September, 2019. The staffs were - Shri Kulesh Nigam, Gateman/Aluabari under Katihar division, Shahgir Alam, driver under Alipuduar division, Md. Gulam Mustafa, Tech/II under Katihar division, Shri Gokul Kr. Singh, Track Maintainer under Katihar division, Shri Bhisham Nath Prasad, Tech/III under Katihar division, Shri Dipankar Dey, Track Maintainer under Lumding division, Shri Akhil Barman, Station master of Koithalkuchi station, Shri Atul Uzir, welder/ Simaluguri Jn and Shri Bhagabanta Rabha, welder / Chaygaon. In recognition of their meritorious service each of them were awarded with a cash award of ₹3,000 only along with a certificate issued by the General Manager, N.F. Railway. ▸◂



Shri Radhe Raman felicitating the staffs during award distribution

198 Stations of NFR Provided with Free WI-FI During Current Financial Year Digital Museum Installed in 22 Stations of NFR

Indian Railways is providing fast & free Wi-Fi to passengers at Railway stations as a giant leap towards Digital India. Rail Wire Wi-Fi at railway stations is gaining popularity and is a preferred choice of the rail users and passengers while at railway stations.

High speed Wi-Fi services at railway stations have earlier been provided through collaboration of RailTel and Google in first phase. RailTel provided high speed end to end network connectivity on Optical Fiber Cable (OFC) & Google provided Radio access network equipment along with technology support.

N.F. Railway covers total nine states (seven North-eastern states and two Eastern India states). All A1, A, B, D class stations of N.F. Railway's jurisdiction were covered with Wi-Fi facility in phase-I. Majority of taluk headquarters that have railway stations have now been provided with Wi-Fi network. This year 295 stations on NFR (Katihar division 54 stations, Alipurduar division 55 stations, Rangiya division 64 stations, Lumding division 87 stations and Tinsukia division 35 stations) will be provided with Wi-Fi under Corporate Social Responsibility by M/s Tata Trust. With this all the 363 stations of NFR will have (except

halt stations) free Wi-Fi hotspots by the end of current financial year. Till September, 2019, 198 stations have already been provided with free Wi-Fi facilities, of which 64 stations were commissioned during the month of September, 2019.

The Signal & Telecommunication department of N. F. Railway has successfully installed "Digital Museum" in all the nominated stations of NFR. Digital museums are being launched at various railway stations across the country in line with the Rail Display Network (RDN) policy. As per the RDN policy, high-tech centralized network of display screens are planned at major stations by 2021. The Railway Board is planning to set up digital museums at important stations all over India. The screens, which are installed on platforms, waiting rooms and other important areas, also highlight information related to arrival, departure, running status, the particular platform any train would halt at, as well as the positioning of coaches, in multiple languages.



Digital Museum installed at Guwahati Railway station

Digital Museums are used to display railway heritage to make the citizens aware of the great legacy of Indian Railways apart from other digital displays for the benefit of railway passenger within railway premises.

Over 40 short films on heritage buildings, locomotives, train stations, hill railways, and other subjects have been provided by the Heritage Directorate of the Railway Board to make people aware of railway's heritage.

Emergency messages and information related to disaster management will also be highlighted through Digital Museums.

During the current year 8 Digital Museums were installed in various stations like Jorhat Town, Lumding, Dimapur and Silchar etc. With this all the targeted 22 stations of N.F. Railway have been provided with the Digital Museum. In addition big size LED Display Boards for indicating Train Arrival & Departure along with indicative platform number have also been provided at many important stations during the current year.

More stations will be provided with such indication boards which are better than the conventional boards due to their enhanced visibility from a distance. ▸◂

Lumding Division of NFR Becomes Top Performer in Indian Railways

To achieve standardization and a sense of competiveness amongst all divisions of Indian Railways a set of Key Performance Indicators (KPIs) has been designed to indicate how effectively the Divisions are achieving various operational, financial and other organizational objectives of Indian Railways. The KPIs generally focus on safety works, freight & passenger traffic, financial performance, mobility, throughput, capacity utilization, asset reliability, punctuality, human resource development and other important initiatives. All Divisions are required to input data/ information on monthly basis for most of the KPIs. However for some KPIs, Divisions are required to input information on six monthly basis only. There are some KPIs where performance of current year is compared vis a vis target. Like - Safety Works; Business and Financial Performance; Removal of Permanent Speed Restrictions etc. Whereas there are some KPIs where comparison of current year's performance is done with respect to last year's performance like rail fracture, Loco failure, signal failure etc to check improvement. Points are also given on items like (i) Elimination of Manned LC Gate (ii) Interlocking of Manned LC Gates (iii) Track renewal (iv) Deep screening of track & turnouts (v) Total Revenues (vi) Sundry earnings (vii) Originating Freight loading (vii) Originating Passenger Traffic (viii) Removal of Permanent Speed Restrictions (ix) Increase in average speed of freight trains (x) Punctuality of Mail Express trains and various other parameters on the basis of inputs provided by respective divisions.

In the recently released data on KPIs for the month of October, 2019, Lumding division of NFR has performed exceptionally well by achieving the topmost position followed by Sambalpur division in 2nd and Ahmedabad division in 3rd spots. Lumding division achieved 94% in overall total score. The punctuality performance of the Lumding division during October was 95%. It also achieved 95% in mobility, throughput and capacity utilization and 100% in safety related works. The division achieved 89% in Business and Financial Performance index for the month.

This achievement of topping among all the divisions in entire Indian Railway is due to continuous hard work, planning & execution and monitoring by the officers and staff at all levels in division and Head Quarters. Such achievement will surely motivate everyone to work with more enthusiasm to achieve higher accolades in future. ▸◂

N.F. Railway Focuses on Improving Safety in Train Running

Safety in train running has been the top most priority of N. F. Railway. During the first six months of the current financial year, N. F Railway has not only achieved almost all targets in terms asset renewal and maintenance but also surpassed targets in some of the parameters which are vital for ensuring safety in train operations. This has been possible due to focused attention to works related to safety and giving priority to them.

Maintenance of tracks and replacement of worn-out components of railway tracks are vital for safety of train operations. During the April – October period, N. F. Railway has carried out 62% of the targeted Complete Track Renewal (CTR) although the proportionate target till October was 57% and thereby surpassed the target. During the same period, Through Rail Renewal (TRR) was carried out for 83% of the targeted 115 km of track, though the



proportionate target till October was 67% of the total. Similarly, Through Fitting Renewal (TFR) was carried out for a total of 239 km of track till October 2019 against a targeted 396 km for the year.

N. F. Railway has started replacing conventional coaches with safer LHB coaches in phased manner and during first six months of the current financial year. NFR has introduced 249 such coaches till October against the proportionate target of 175 coaches. Indian Railway has also taken a considered decision to eliminate all level crossings in phased manner, and towards that direction N. F. Railway is gradually eliminating identified Manned Level Crossings. This year a total of 21 Manned Level Crossings are targeted for elimination and out of these 10 have already been eliminated. While eight of them were replaced by Road Under Bridge or Subways, two of them were closed by merging them with nearby existing level crossings.

During the period under review (i.e. April – October 2019) N. F. Railway has also carried out Ultrasonic Fault Detection (USFD) in 10,410 km of railway tracks to detect defect or fracture which are not normally visible to naked eye. This is almost 2,200 km more than the target for the period and about 1,400 km of track was tested for USFD in the month of October alone keeping in view the onset of winter so that possible rail fracture due to extreme weather conditions can be detected in advance. ▸◂

N.F. Railway Focuses on Improving Safety in Train Running

Safety in train running has been the top most priority of N.F. Rly. During the first six months of the current financial year, N.F. Rly. has achieved almost all targets in terms asset renewal and maintenance. This has been possible due to focused attention to works related to safety and giving priority to them. Maintenance of tracks and replacement of worn-out components of railway tracks are vital for safety of train operations. During the Apr.–Oct., N. F. Rly. has carried out 62% of the targeted Complete Track Renewal although the proportionate target till Oct. was 57% and thereby surpassed the target. During the same period, Through Rail Renewal was carried out for 83% of the targeted 115 km of track, though the proportionate target till October was 67% of the total. Similarly, Through Fitting Renewal was carried out for a total of 239km of track till Oct. 2019 against a targeted 396 km for the year. ▸◂

NFR to Generate About 8000 KWp of Solar Power - Another Step Towards Cleaner & Greener Environment

Although Railway is one of the least polluting means of transportation, the Indian Railway is fully aware of its responsibilities for positive contribution for preserving the environment for our future generation. In that direction, Indian Railway has taken a conscious decision to reduce its carbon footprint by reducing energy consumption which is produced by using fossil fuel.



With that target, N. F. Railway has started harnessing of solar power and replacement of traditional lighting with LED lights. Already each of the stations in Northeast Frontier Railway has been provided with 100% LED-lighting.

Another 1043 KWp of solar power generating capacity is under installation. Apart from this about 4365 KWp of solar power is also planned for installation within short time. Once all these are commissioned, the total solar power generation in NFR will reach nearly about 8000 KWp leading to generation of about 37 lakh units of clean & green electricity with savings of about Rs. 4.73 crore from annual conventional energy bills. ▸◂

N.F. Railway to Add 25 Escalators and 32 Lifts in Railway Stations by 2020





Lifts and Escalators at railway stations have become necessity in view of the difficulties faced by passengers especially elderly persons in movements across foot over bridges to various platforms at large stations. Indian Railway has decided to provide more lifts and escalators to make it easier for passengers to board trains effortlessly and on time. At present there are 11 lifts and 10 Escalators operating in major stations under five divisions of N. F. Railway. In addition, N. F. Railway is in the process of installing 25 Escalators and 32 Lifts in various stations under its jurisdiction within December 2020.

The 10 Escalators installed are operating in New Jalpaiguri, Guwahati and New Coochbehar stations. While 8 more Escalators will be installed in Rangiya, New Tinsukia, Kamakhya and Lumding stations (two in each station) by December this year, 17 more escalators will be installed in Guwahati (06), Lumding (03), Agartala (02), Katihar (04) and Kishanganj (02) within December next year.

Similarly, 11 lifts are already installed in Tinsukia (01), Guwahati (02), New Coochbehar (02), New Jalpaiguri (02), Lumding (02) and Katihar (02) stations. While 06 (six) more lifts will be commissioned in Tinsukia (01), Kamakhya (01), Guwahati (02) and Dibrugarh (02) by the end of this year, 26 more lifts will be installed within June 2020.

It is expected that with the installation of these escalators and lifts, the difficulties faced by passengers in Northeast will be eased and it will help in providing them a pleasant experience of train journey.

Southern Railway

Zonal Railway Users' Consultative Committee Meeting Held



Shri John Thomas presiding over the ZRUCC Meeting

The 127th Zonal Railway Users' Consultative Committee (ZRUCC) meeting of Southern Railway was convened on the 30th of October 2019 at Chennai. The meeting was presided by the Chairman of the Committee, Shri John Thomas, General Manager, Southern Railway and attended by Shri P.K. Mishra, Addl General Manager, Principal Heads of Departments of Railways, DRM Chennai and ZRUCC Members.

Members from various fields representing passenger associations, Consumer organisations, Chamber of Commerce, Public Sector Undertakings, Persons nominated to represent Agricultural interest, Members nominated from Divisional Railway Users' Committees of Divisions of Southern Railway, MLAs, nominees of MPs and officials representing State Government participated in the meeting. The Members evinced keen interest in the deliberations.

Speaking at the meeting, the General Manager briefed about the various developmental activities and measures undertaken by the zone to enhance the comforts of rail users. The members represented various issues pertaining to rail travel including introduction of trains, additional stoppages and timings of trains as well as improved amenities for passengers. General Manager assured that matters within the purview of the zone will be taken up and also sought the co-operation of the members in taking forward the zone's initiatives on railway development. Shri T. Narayanan, from the ZRUCC was elected to the NRUCC (National Rail Users Consultative Committee) to represent the interests of the zonal ZRUCC at the National level.

Six Segway Based Smart Vehicles for RPF Patrol Inducted into Service at Dr MGR Central



For ease of RPF patrol, 6 Segways at a cost of Rs.5.16 lakh (Segways are modern smart movement vehicles which can be used by the RPF Personnel to move faster during emergency) have been inducted into service at Dr MGR Central. These patrol vehicles facilitated under 'Enhanced mobility and enhanced visibility' initiative will help in reducing the response time to any emergency and will also reduce staff fatigue thus improving efficiency. Segways will be a helpmate for beat staff to patrol the entire stretch of the station many times during a day.

Rail Dhandora' Android App Launched

NEW INITIATIVE



Shri John Thomas launched 'Rail Dhandora', an android App for Railways Employees and Rail Customers

The Information Technology Cell of Passenger Marketing Wing of Southern Railway has developed and released a new application called, "Rail Dhandora" – an exclusive Android App for the use of Railway employees and customers in their day to day working and transactions with Railways. All the existing circulars and orders pertaining to Ticketing, Catering and various other Amenities and Services including Freight and Parcel Services are in an easy to search table database.

The entire commercial manual and commercial code are also available on the user's fingertips. RAIL DHANDORA can be downloaded from Google PLAY STORE.

Southern Railway Observes 150th Birth Anniversary of Mahatma Gandhi



On the commemoration of 150th Birth Anniversary of Mahatma Gandhi, Southern Railway organized various cleanliness programmes over Stations and on board trains in a special drive of Swachhata-Hi-Seva. Shri John Thomas, General Manager, Southern Railway led the massive Shramadaan at Dr MGR Central on 11th September, 2019. Similar Shramdaan activities with focus on Plastic Waste Collection was held at all the Six Divisions and at various stations over Southern Railway. During the programme, Shri John Thomas, General Manager introduced "Safai App" (Clean Rail) an innovative app of Indian Railways. This app mainly focuses on the passenger's grievances and to redress the same during the journey for the benefit of rail users. Shri John Thomas also visited the Southern Railway Track side Nursery at Chennai Egmore and appreciated the Green initiatives. Southern Railway has developed 18 such nurseries to promote Green and Clean Environment on the Station premises.

South Central Railway

General Manager, SCR Holds 72nd Zonal Railway Users Consultative Committee Meeting



Shri Gajanan Mallya addresses the ZRUCC meeting

The 72nd Zonal Railway Users Consultative Committee (ZRUCC) Meeting of SCR was held on 7th November, 2019 at Rail Kalarang, Secunderabad under the chairmanship of Shri Gajanan Mallya, General Manager, South Central Railway. The members appreciated the efforts of SCR and its positive response to representations of members. The suggestions from various members include additional stoppage of express trains at important towns; setting up of more additional escalators and lifts; improving the cleanliness at stations; provision of more Jan ahaar stalls; extension of platforms; augmentation of trains by additional coaches; construction of ROBs/RUBs; expedition completion of new line and doubling projects; enhancing security on trains especially for women passengers. Shri N. Narendar, MLA, Warangal, Shri B.B. Singh, Addl. General Manager and Principal Heads of all departments participated in the meeting. Shri Sreenivas Reddy, Deputy General Manager (General) and Secretary ZRUCC convened the meeting.

Intensify Safety Inspections to Maintain Highest Safety Standards



Shri Gajanan Mallya, General Manager, South Central Railway advised the officials to intensify safety inspections at different timings over the zone to maintain highest safety standards and accord top priority with no compromise attitude in train operations. He conducted a detailed review meeting on Safety, Punctuality and Freight loading on 4th November, 2019 at Secunderabad along with Principal Heads of Departments. The Divisional Railway Managers of Secunderabad, Hyderabad, Vijayawada, Guntakal, Guntur and Nanded attended the meeting through Video Conference.

Shri Mallya issued special instructions to give high priority for protection of workstations where men are working near tracks in emergency situations. He also stressed on ensuring safety by curtailing asset failures which are leading to loss of punctuality and late running of trains. He instructed all the staff and officials to monitor carefully each and every aspect of failures like Loco failures, Yard derailments, Signal & Telecommunication failures etc which are leading to loss of punctuality and safety. He also said that maintenance of machinery / equipment regularly as per the schedules will give good results and less failures. He appreciated all the DRMs for maintaining good punctuality results compared to Railway Board targets. He also instructed the officials to ensure best co-ordination among all the departments and pay special attention for improving and maintenance of the punctuality. ▸◂

Shri Gajanan Mallya Holds Meeting with Members of Parliament



South Central Railway conducted a meeting with Members of Parliament, covering the jurisdiction of Nanded Division. 5 Members of Parliament representing the state of Maharashtra took part in the meeting held on 13th November, 2019 at the Conference Hall, Divisional Railway Manager's Office (Rail Vikas Sadan), Nanded. Shri Gajanan Mallya, General Manager, South Central Railway, Trikal Rabha, Divisional Railway Manager, Nanded Division and Principal Heads of Departments of SCR attended the meeting.

Shri Syed Imtiaz Jaleel, MP, Aurangabad; Shri Nandkumar Singh Chauhan, MP, Khandwa; Shri Sanjay Jadhav, MP, Parbhani; Shri Prataprao Govindrao Patil Chikhalikar, MP, Nanded; Shri Hemant Patil, MP, Hingoli took part in the meeting held.

The Members of Parliament complimented the initiative of SCR in convening the meeting. During the course of the meeting, the Members of Parliament raised several issues related to Railway developmental works / services in their respective constituencies. The demands raised by the Members included construction of new railway lines and their progress, Station development works, Doubling and Electrification works, introduction of new trains, extension of existing train services, additional stoppages to existing trains, construction of Road Over Bridges/Road Under Bridges and providing improved passenger amenities etc. ▸◂

Massive Drive Undertaken to Curb Touts & Unauthorized Agents

To curb the menace of black-marketing of passenger reservation tickets and to facilitate hassle free journey to bonafide passengers during Diwali festival, special drives were conducted against e-ticketing touting in South Central Railway.

Simultaneous raids were conducted at various locations like Warangal, Yadgir, Raichur, Bapatla, Twin Cities, over Andhra, Telangana and Karnataka States falling in South Central Railway jurisdiction.

In these raids, 206 live tickets and 840 post journey tickets totally 1046 e-tickets with the arrest of 25 touts responsible in 24 cases booked under section 143 of the Railway Act.

South Central Railway is committed to take stringent action against touting activities and passengers are being cautioned not to purchase railway reservation tickets from unauthorized travel agents. ▸◂

SCR Organises a Seminar on 'National Green Rail'

NEW INITIATIVE

A three-day seminar on "National Green Rail" was organised by South Central Railway from 13th to 15th November, 2019 to bring enhanced awareness on environmental protection and energy conservation. Shri Gajanan Mallya, General Manager, South Central Railway was the Chief Guest at the concluding session held on 15th November, 2019.



Speaking on the occasion, Shri Mallya stated that Indian culture and way of life are very close to the nature since times immemorial. Modern civilisation and Advanced societies are creating hazardous situations to damage the natural resources. Present cities are not well designed to encourage the environment friendly transport system like bicycles, we need to redesign our cities and systems to adopt environment friendly measures. The pool of knowledge in the area of environment management needs to be imparted to all the sections of society, particularly all the engineering courses needs to be redesigned with introduction of environmental studies. SCR accords top priority to tap the solar energy and conversation of water on a large scale, he stated.

South Eastern Railway

SER Organises ZRUCC Meeting

The 101st Meeting of Zonal Railway Users' Consultative Committee (ZRUCC) was held under the Chairmanship of Shri Sanjay Kumar Mohanty, General Manager, South Eastern Railway at Riviera Hall near Howrah Station on 22 October, 2019.

Shri Sanjay Kumar Mohanty, General Manager, S.E. Railway apprised the Members of the recent achievements and developmental activities of SER. He mentioned about the initiatives in passenger amenities, progress of construction work, improvement of safety measures etc.



The Members appreciated the steps adopted by S.E. Railway, offered their valuable suggestions for further improvement of train services, passenger amenities and cleanliness. Suggestions and demands of the Members included introduction of new trains, extension of services, additional stoppages of trains, increase in frequency of trains and provision of different facilities for the passengers.

Centenary Celebrations of Rangering at Kharagpur

South Eastern Railway Bharat Scouts & Guides organised a Centenary Camp from 14th to 18th October, 2019 at Kharagpur to celebrate the Centenary of Rangering. Shri Sanjay Kumar Mohanty, General Manager, South Eastern Railway & Patron SER Bharat Scouts and Guides was the Chief Guest and inaugurated the camp at Kharagpur on 14th October, 2019. In his inaugural speech General Manager mentioned that the Scouts & Guides movement conceived by Lord Baden Powell in 1908 plays a significant role in moulding the character of the children and turning them into dutiful and responsible citizens of the country. Later, with the girls of age group from 16 to 25, the Ranger Group was formed in the year 1919 to meet the aspiration of grown up girls. General Manager appreciated the contribution of S E Railway Bharat Scouts & Guides for their service to the community and rendering aid and relief at times of disasters and accidents. Altogether 400 Rovers and Rangers took part in different events like pioneering projects, ikebana, debate, rangoli, quiz competition etc.



Shri Sanjay Kumar Mohanty taking oath during inauguration of Centenary Celebrations of Rangering at Kharagpur

South East Central Railway

First Goods Train Successfully Operated in Newly Constructed Line Between Kharsia-Korichhapar as part of Kharsia-Dharamjaygarh East Rail Corridor Project

Several new rail corridor projects are being constructed in South East Central Railway. Under this, 102 km long railway line is being constructed from Kharsia to Dharamjaygarh in the first phase of the East Rail Corridor Project. Under this project, construction of 44 km stretch of railway line between Kharsia to Korichhapar has been completed. After completion of all required formalities this section was permitted for operation of goods train in the first stage.



On 12th October, 2019, the first freight train was successfully operated on this newly constructed railway line and an empty rake of 58 wagons was despatched from Kharsia station to Korichhapar and after loading the coal in this freight train was sent from Korichhapar station to Kumhari station.

Under the East Rail Corridor Project, 102 kilometers of new railway line is being constructed from Gharagoda to Donga Mahua, Gare Pelma including Kharsia - Gharghoda - Korichhapar - Dharamjigarh. There will be 09 railway stations between Kharsia to Dharamjaygarh.

The updated estimated cost of the first phase of this project is about ₹3055 crore and fund for this project is being jointly shared by SECL 64%, IRCAN 26% and the Government of Chhattisgarh 10%. Under the second phase of the East Rail Corridor project, 62.5 km railway line will be constructed from Dharamjaigarh to Urga.

The construction of these new lines will not only give a boost to freight transportation, but will also facilitate rail traffic to the residents of remote and rail-less areas of Chhattisgarh. These projects will stimulate economic and social development and will create new avenues of employment, trade and other opportunities.

South Western Railway

KSR Bengaluru–Mysuru MEMU with Dedicated Ladies Coaches Flagged Off

Smt Sumalatha Ambarish, Member of Parliament, Mandya Lok Sabha Constituency, flagged off Train No.66551 KSR Bengaluru – Mysuru MEMU with dedicated ladies' coaches, from Mandya Railway Station on 31 October, 2019. There has been a long pending demand from the public for earmarked coaches for women passengers in Bengaluru – Mysuru Train.



Considering the needs of women passengers two coaches of the 16 coach Train No.66551 / 66552 KSR Bengaluru – Mysuru – KSR Bengaluru MEMU have been exclusively kept reserved for women passengers. This train with coaches exclusively reserved for women to make their journey comfortable and hassle-free. These dedicated coaches are situated one at the rear end and the other at the front of the MEMU (Main Line Electrical Multiple Unit).

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► Western Railway ◄

World Heritage Week Celebrations with Exhibition & Release of Heritage Books



Western Railway joined hands with Archaeological Survey of India (ASI) to commemorate the World Heritage Week with a slew of activities. The Heritage Week celebrations were kick-started with the inauguration of a two day Heritage Exhibition by the Chief Guest of the function, Shri A K Gupta – General Manager of W. Rly at the Headquarter Building lawns at 10.30 hrs on 19th November, 2019. This was followed by a programme on Heritage which was held at Godbole Hall, Western Railway Headquarter Building in which presentation was given by ASI on Heritage sites over Mumbai region andthereafter a presentation on Heritage restoration of Bandra Station was also given.Speaking on this occasion, Shri A. K. Gupta emphasized the need to conserve & preserve the heritage of the Railways which will bear witness to its glorious past and will serve as nostalgia for the future generations. On this occasion, Shri Gupta released Western Railway Coffee Table Book titled "Travelling in Time", Heritage Compendium on W. Rly tiltled "Retrospecting into our great legacy through a Magnificent Heritage"as well as ASI Brochure.

This was followed by a spectacular play titled "Khajuraho Ke Shilpi" performed by the ASI artists& their team.This function was also attended by Shri V K Tripathi, Additional General Manager of Western Rly, Shri Ashesh Agrawal – Head of Western Rly's Heritage Committee & Principal Chief Mechanical Engineer of W. Rly alongwith other Principal Heads of Department of Western Railway, Archaeological Survey of India (ASI) as well as other senior officials from both the Departments. ►◄

Western Railway Inaugurates Breastfeeding Centre at Palghar Station

Western Railway has always taken extra special care of its women commuters, whether be it starting the world's first ever Ladies' Special local train on 5th May, 1992 or providing better security facilities such as CCTV cameras & talk-back system inside ladies' coaches, Whatsapp Chat group - SAKHI etc. for the security and help of women commuters. In the series of Western Railway's many amenities for the commuters, Western Railway has now. The Baby Feeding Centre at Palghar is with the approach to create awareness about breastfeeding and also to facilitate new mothers to feed their new borns. The centre has been installed with combined efforts by Child Help Foundation and is free to use by lactating mothers. Western Railway has planned to install similar Baby Feeding Centres at 14 stations. ►◄



Newly inaugurated Baby Feeding Centre at Palghar station of Mumbai Division of Western Railway. The Baby Feeding Centre was inaugurated by the station staff

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► Metro Railway ◄

Metro Railway Observes 150th Birth Anniversary of Mahatma Gandhi, GM, Metro offers "Shramdan" at Mahatma Gandhi Road Station

Metro Railway, Kolkata observed the 150th Birth Anniversary of Mahatma Gandhi, Father of the Nation on 2nd October, 2019 through various events.

On this occasion, Shri P.C. Sharma, GM, Metro, officers and staff participated in mechanized cleaning of Mahatma Gandhi Road station and offered 'Shramdaan'.



The day was observed as 'Community Day'.

Shri Sharma administered a Swachchta Pledge to officers and staff at this station.

As part of this programme, a special awareness campaign against the "Single Use Plastic" was also conducted at this station where NGOs like Lions Club, Bharat Scouts and Guides, Metro Railway Unit & school students took part. ►◄

Metro Celebrates 'Rashtriya Ekta Diwas', Organises 'Run For Unity'

Metro Railway celebrated the 144th birth anniversary of the"Iron Man" Sardar Vallabhbhai Patel as Rashtriya Ekta Diwas (National Unity Day) in a solemn manner on 31 October, 2019 in order to preserve and strengthen the
unity, integrity and security of the nation. As part of this programme, "Rashtriya Ekta Diwas Pledge" was administered by Shri S.P.S. Chauhan, Additional General Manager, Metro Railway to the officers and staff at Metro Rail Bhavan. He also garlanded the portrait of Sardar Vallabhbhai Patel to pay his respect to the "Iron Man". A "Run for Unity" with colourful banners from Metro Rail Bhavan to Mayo Road Gate of Park Street Metro station was organized to spread the message of unity and national integrity where officers, staff, RPF personnel and sports persons of Metro Railway participated. ►◄



Metro Railway Creates History, Carries 9.22 lakh Passengers on Panchami, 3rd October, 2019

Metro Railway has created history by carrying 9.22 lakh commuters on Panchami (3rd October, 2019).

This is an all time record. Metro's previous record footfall in a day was registered on 15th October, 2018 (Mahasasthi) as it carried 9.07 lacs commuters on that day. Second highest footfall in Metro Railway's history since 1984

On Sashti i.e. on 4 October, 2019 (Friday), Metro carried 9.11 lakh passengers which has been the second highest footfall in a day so far in the history of Metro Railway.

Metro Railway Celebrates it's 35th Glorious 'Maiden Run' in the City of Joy

Metro Railway completed its 35th glorious year to the service of the nation on 24th October, 2019. To commemorate this historical event, a function was organised at Kalighat Metro station where Shri Suneet Sharma, General Manager, Metro Railway, senior officers, staff and commuters were present. ►◄

Metro Railway Observes Vigilance Awareness Week

Metro Railway, Kolkata observed Vigilance Awareness Week from 28th October to 2nd November, 2019.

As part of the programme, Shri S. P. S. Chauhan, Additional General Manager, Metro Railway, Kolkata administered integrity pledge to the officers and staff of Metro Railway at Metro Rail Bhavan on 29 October, 2019 in order to maintain probity and rule of law in all walks of life.

A staff workshop on preventing corruption was also organised at Metro Rail Bhavan by the Vigilance Department. Senior officers of Metro Railway attended this seminar. Various programmes were also undertaken during this period to create awareness in eradicating corruption from every sphere of life. ►◄



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