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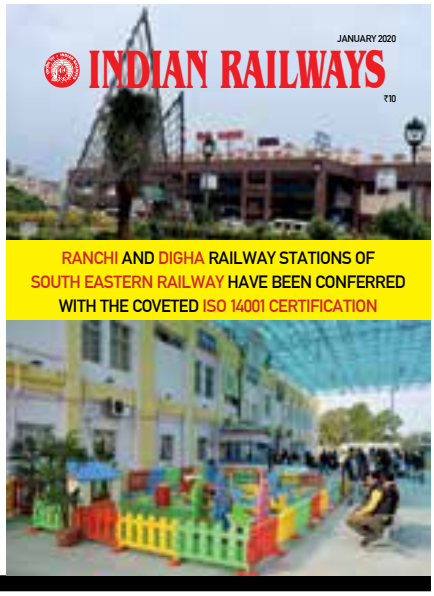


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Editorial

editorindianrailways@gmail.com

In the bid to crack down against illegal occupants of coaches/seats reserved for differently abled persons and women passengers, Railway Protection Force has launched all India special drive against unauthorized passengers. Railway Protection Force has been instructed to ensure safer and secured journey for women. Indian Railways has come up with an energy efficient and environment friendly innovative solution to address the issues of air and noise pollution by running trains with HOG system. This cutting edge technology is basically to replace diesel generators to save upto one million litres of diesel per train per annum thereby ensuring significant reduction of greenhouse gases.

Indian Railways has organized a two-day conclave the 'Parivartan Sangosthi' in New Delhi, emphasizing on the need of transformation and improvement in efficiency to transform it to world class railway. Shri Piyush Goyal, Minister of Railways, Commerce and Industry presided over the meeting of Parliamentary Consultative Committee of MPs of the Ministry of Railways where he has pointed spectacular improvement in the fields of infrastructure, safety, cleanliness and punctuality of Railways.

In order to facilitate travel of youth participants of "Ek Bharat Shrestha Bharat" programme, Indian Railways has decided to grant 50 per cent concession in basic fares of second/sleeper class for travelling more than 300 kilo metres. In a major development to boost National Rail Transport Institute as a centre of excellence for next generation transportion system, Ministry of Railways has signed MoU with University of Birmingham on 18 December, 2019. In an exceptional display of dedication and efficiency, Integral Coach Factory has produced its 3000th coach of the year in record 215 days while similar feat has been achieved in less than nine months by Chittaranjan Locomotive Works, who has turned out its 300th locomotive of this financial year, thus becoming world's largest producer of locomotives. Modern Train Trial System will be implemented on both the routes of Delhi-Mumbai and Delhi-Howrah in order to raise speed upto 160 kmph for reducing the journey time to 12 hours.

On the eve of International Day of Persons with disabilities a function was organized in Rail Bhavan, where Shri Suresh C. Angadi has said that the railway staff are available round the clock and providing services to about 2.5 crore on a daily basis, and Indian Railways also committed to the welfare of disabilities. FICCI has conferred India Sports Award 2019 to Railway Sports Promotion Board.

This issue also contains Cabinet's approval on major issues on Railways, news on Railways in Lok Sabha & Rajya Sabha and also news from Zonal Railways.

Indian Railways magazine conveys its Best Wishes and 'Happy New Year-2020' to all its readers, authors and advertisers.

MEETING OF PARLIAMENTARY CONSULTATIVE COMMITTEE OF MPS FOR THE MINISTRY OF RAILWAYS

Shri Piyush Goyal, Minister of Railways and Commerce & Industry presided over the meeting of Parliamentary Consultative Committee of MPs of the Ministry of Railways on 13 December, 2019. Shri Goyal has said that any organisation to do good work must respond to the feedback from all its stakeholders. He expressed gratitude to the Prime Minister, Shri Narendra Modi for ensuring availability of adequate funding for railway projects. He said that improvement in the system is a continuous process. He pointed out that improvements in the safety, cleanliness, punctuality and infrastructure development of Railways has been quite spectacular in the last five years. Work on all projects has progressed at a very fast pace, including improvement in facilities for passengers at railway stations and in the trains. Shri Piyush Goyal appreciated the change in the mindset and reorientation of work culture in the Railways and said that this drastic change would not have been possible without the whole-hearted contribution and involvement of the railway personnel who are working with passion and compassion.

Referring to the recently held two-day conference "Parivartan Sangoshthi" of senior railway officers, the Minister said that a large number of innovative ideas were discussed with approximately 300 officers who participated in New Delhi and with more than 1000 who participated via video conferencing. More than 2300 suggestions were received from about 430 officers which will help in laying out a roadmap for the future development of Railways in India. He said that the mission of the Railways is to increase the freight and passenger traffic and increase the revenue earnings of Railways. Expressing his appreciation for the suggestions put forward by the MPs participating in the meeting, the Minister said that the elected representatives convey the sentiments of the people who are major stakeholders of the services provided by the railways. Shri Piyush Goyal talked about a more rational approach for creating new halts/stoppages of the trains.



Shri Piyush Goyal is seen addressing the meeting

Earlier, Minister of State of Railways Shri Suresh C. Angadi said that Railways are the lifeline of the country's economy. He said that the cooperation of the State Governments is very essential in the completion of the projects. He said that there should be no compromise on matters like safety, cleanliness and punctuality. Emphasising on the complexity of the railway operations, Shri Angadi said that the Indian Railways carries about 2.3 crore passengers everyday which is almost equal to the total population of Australia. The vision of the railways must be very clear that it has to serve the people of India.

The Members of Parliament participating in the meeting highlighted various issues like the construction of over and under bridges, doubling of railway lines, the facilities being provided to passengers at railway stations and in the trains, additional connectivity of backward areas by introducing new trains or extending the existing ones, fast-tracking of works already sanctioned, medical facilities for passengers, proper utilization of railway land and use of solar power for locomotives. Some members appreciated the tremendous progress made by the Railways over the last five years and said that railways are next only to the defence forces in providing service with dedication to the people. Some other suggestions made by members included rationalization of train fares, improvement of punctuality of goods trains and printing of price of food items.

ELECTED REPRESENTATIVES CONVEY THE SENTIMENTS OF THE PEOPLE WHO ARE MAJOR STAKEHOLDERS OF THE SERVICES PROVIDED BY THE RAILWAYS: SHRI PIYUSH GOYAL

Chairman, Railway Board Shri Vinod Kumar Yadav, all other Members of the Railway Board and Senior Officers of the railways were also present in the meeting. A presentation titled "Indian Railways : Lifeline of the Nation" was made before the Members of the Consultative Committee in which all relevant details like modernisation of infrastructure, railway assets and operations, earnings and expenditure, key issues like financing of plan outlay, capital expenditure and prioritisation of projects, enhancing safety and digital transformation of the railways were included.

INDIAN RAILWAYS ORGANIZES 'PARIVARTAN SANGOSTHI' TO DISCUSS NEXT LEVEL OF REFORMS FOR IMPROVING PERFORMANCE AND EFFICIENCY

Accentuating on the agenda of reform & perform, Indian Railways organised a two-day conclave "Parivartan Sangosthi" in New Delhi on 7 December, 2019 which aims to deliberate on the suggestions received from the officers of various Zonal Railways to take Indian Railways to the next level of reforms. On this occasion, Minister of Railways and Commerce & Industry Shri Piyush Goyal, Minister of State of Railways Shri Suresh C. Angadi, Chairman, Railway Board, Shri Vinod Kumar Yadav, all Board Members, Additional Members, Railway Board, Principal Executive Directors, Railway Board, All General Managers/Director Generals, PHODs and DRMs from Zonal Railways were present.

In his opening remarks, Shri Goyal complimented entire Indian Railways administration for installing free Wi-Fi at 5500 stations. He said that it is a spectacular achievement and has benefitted thousands of people across the country. Referring to the progress made by Indian Railways over the last 167 years of its existence, Shri Piyush Goyal said that it has been a remarkable journey of transformation and there is perceptible change everywhere in the functioning of Railways including total reorientation in its work culture.

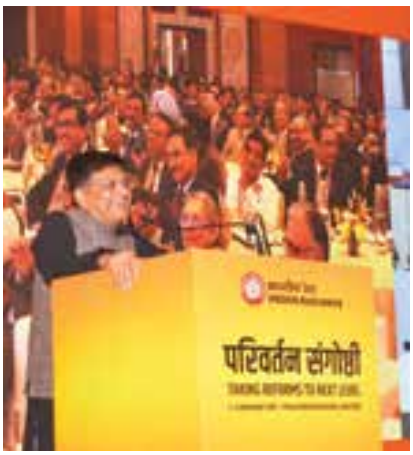
Referring to the enthusiastic response from Railway officers in submitting suggestions for 'Parivartan Sangosthi', Shri Goyal said that the self-confidence, will power and capabilities of Railwaymen will definitely take Railways to the next level of development and growth and will further accelerate the pace of improvements and modernization. He said that the new suggestions presented by young officers should be thoroughly scrutinized, discussed threadbare and should be taken to logical conclusion and then implemented for transforming and improving railway system to make it world class and most modern.

In his remarks Shri Angadi said that this kind of interaction on new ideas is a very useful initiative. He said these ideas will further take Railways to next generation of reforms. In response to the directions received from Minister of Railways, Railway officers from Zones, Production Units, Divisions and other units had submitted more than 2000 suggestions to Railway Board. Sixty young officers from Divisions presented suggestions to Shri Goyal.

The suggestions received from officers have been screened and most impactful and promising suggestions have been shortlisted and were brainstormed by officers in 12 groups headed by a General Manager. Chairman of each group (General Manager) had presented the recommendations on second day on 8th December, 2019 to Chairman, Railway Board and Board Members.



Minister of Railways and Commerce & Industry Shri Piyush Goyal emphasized on the need for transforming and improving Indian Railways to make it world class and most modern



Shri Piyush Goyal inaugurating the 'Parivarthan Sangosthi' (top)

Shri Piyush Goyal addressing the 'Parivarthan Sangosthi' (left)

Awarding Heroes

Shri Piyush Goyal, Shri V K Yadav and Board Members, awarded three Employees named S/Shri Narendra Choudhary, Anil Kumar and Shri Tara Prasad Achary of Central Railway" for showing exemplary bravery and presence of mind during the course of their duties on the occasion of "Parivartan Sanghoshthi".

Shri Narendra Choudhary Suburban Motorman, Mumbai Division, while driving a suburban train on the Harbour line from Panvel to CSMT on 29 November, 2019, noticed an iron rod on the tracks and immediately applied emergency brakes,

averted a major mishap and saved many lives. Shri Anil Kumar, RPF Constable, Mumbai Division, on duty at Thane station noticed one person trying to cross the railway tracks from platform no 6 to platform no 7 (Kalyan end) on 3 December, 2019, Shri Anil Kumar jumped on the tracks, lifted the person safely onto platform no 7, displaying bravery and presence of mind. Shri Tara Prasad Acharya, Commercial Inspector, Nagpur Division of Central Railway showing his Marketing and Innovative skills ensured award of 32 Non Fare Revenue contracts in the current financial year valued at ₹3.32 crore. These contracts not only generated revenues for Railways but also gave a value addition to passenger amenities.



Shri Piyush Goyal presenting awards to employees of Central Railway. Shri Suresh C. Angadi, Shri V.K. Yadav along with others are seen

INTERNATIONAL DAY OF PERSONS WITH DISABILITIES OBSERVED IN MINISTRY OF RAILWAYS

A function was organized in Ministry of Railways on 3 December, 2019 to mark International Day of Persons with Disabilities. Speaking on the occasion, Minister of State of Railways Shri Suresh C. Angadi said that the right to equal opportunities for all citizens is enshrined in the Indian Constitution. Shri Angadi praised Prime Minister Shri Narendra Modi for coining the term 'Divyangjan' for persons with disabilities as they are actually people having special abilities. Emphasising on the humanitarian functioning of the Indian Railways, Shri Angadi said that the railway staff are available round the clock and the railways provides its services to about 2.5 crore people on a daily basis. He said that Indian Railways remains committed to the welfare of Divyangjans.

Addressing the gathering, Shri Manoj Pande, Member Staff, Railway Board said that Railway authorities remain eager that Divyangjans give their full contribution in the functioning of the Indian Railways. He said that the railways is always ready to redress any genuine grievances of the persons with disabilities.

The participants in the programme included among others, Shri S.K Rungta, General Secretary of the National Federation of the Blind. He thanked the railways for its positive attitude in ensuring full participation of disabled persons in the Indian Railways as per law. He said the railways has done justice to all categories of disabilities by undertaking the present recruitment in accordance with the statutes in a very transparent and fair manner and giving 1% reservation each to each of the four categories of disabilities.

A few of the candidates having disabilities who have been selected in the present recruitment process were also present and expressed gratitude to the Indian Railways. The function was attended by about 100 persons with disabilities, in addition to senior officers and staff of the Indian Railways.



Shri Suresh C. Angadi is seen addressing the at the fuction

FOUR NATIONAL ENERGY CONSERVATION AWARDS BAGGED BY SOUTH CENTRAL RAILWAY



Shri R. K. Singh presenting the first prize for Lekha Bhavan to Shri A. A. Phadke and Shri N. S. R. Prasad

South Central Railway bagged four National Energy Conservation Awards from Bureau of Energy Efficiency/Ministry of Power. Shri R. K. Singh, Minister of State for Power, Government of India presented the prestigious first prize to Lekha Bhavan in CPWD, PHED & State PWD sector to Shri A.A. Phadke, Principal Chief Electrical Engineer and Shri N.S.R. Prasad, Divisional Railway Manager, Hyderabad Division on 14th December, 2019 at a function held at Vigyan Bhavan, New Delhi.

The Other three Awards are "Certificate of Merit" to

1. South Central Railway (Zonal Railway sector)
2. Kacheguda Station (CPWD, PHED & State PWD sector)
3. Electric Traction Training Centre / Vijayawada (Institutes / Universities sector)

Shri Piyush Goyal, Minister of Railways, Commerce and Industry, Government of India complimented the team SCR for their exemplary performance in Energy Conservation sector. He advised the South Central Railway to further the cause of reducing the energy consumption to promote development of Nation. Shri Gajanan Mallya, General Manager, South Central Railway stated that winning 4 prestigious awards at National level is an achievement by the dedicated workforce of the Zone.

These awards are in recognition of its achievements in the area of energy conservation. The important factor for determining the energy efficiency is Specific Energy Consumption (SEC). SCR has the lowest SEC in freight services, due to regenerative braking used by loco pilots.These achievements have been made possible by implementing various energy conservation measures as follows:

- Use of Solar Energy
- Use of LED fittings in place of higher wattage fittings.
- Use of energy efficient pumps.
- Provision of Occupancy sensors.
- Use of star labeled electrical equipments.
- BLDC fans & Inverter AC units.
- Timers for water coolers / rolling examination lights.

Adjustment of correct temparature settings of AC units & water coolers.

South Central Railway has consistently been receiving National Energy Conservation Awards for energy conservation from unin Ministry of Power for the last 8 years, in stiff competition with other Ministries, PSU & Corporate Sector.

CHAIRMAN, NATIONAL COMMISSION FOR SCHEDULED TRIBES VISITS SOUTH EAST CENTRAL RAILWAY

Dr. Nand Kumar Sai, Chairman, National Commission for Scheduled Tribes held meeting with Shri Goutam Banerjee, General Manager, South East Central Railway at zonal office auditorium on 7th November, 2019.

In the welcome address, Shri Goutam Banerjee welcomed the Chairman, other members and explained in detail about the achievements of South East Central Railway. Shri Banerjee said that Railways will continue to monitor and provide all the family oriented and welfare interests of Scheduled Tribe employees.

In his address, Shri Nand Kumar Sai appreciated the efforts of South East Central Railway to carry forward its glorious tradition and expressed his well and hope that this experience will continued in the future. He also inquired about filling up of vacant posts of Scheduled Tribes category in South East Central Railway. He also emphasized for simplification of the procedure for promotion, transfer and recruitment of employees of ST category. Further, he also discussed the role of railways in the development of tribal areas in context of railways throughout the country for the upliftment of scheduled tribes. On this occasion, he also shared important topics and his experiences which came to the notice during the tenure of the Commission at different places.



View of the meeting

New Restructured Railway Board to Focus on Providing Better Services to its Customers



Shri Vinod Kumar Yadav is seen addressing the media

Shri Vinod Kumar Yadav, Chairman Railway Board has said restructuring of Railway Board was a long pending reform suggested by many reform committees constituted on Railways. The reforms as suggested by various committees from time to time including Prakash Tandon Committee (1994) have been largely adopted. Addressing media persons, Shri Yadav said that the idea of restructuring the Railway Board is to provide cohesiveness and consequently better services to passengers and freight customers. In the new restructured Railway Board, there will be one CRB/CEO and four members on functional basis Member Infrastructure, Member Rolling Stock & Traction, Member Operation & Business Development and Member Finance. Independent Members will be inducted in Railway Board as non-executive Members who will be in advisory role. They will not be involved in day-to-day functioning of Railways. The modalities of restructuring the Railway Board will be decided by alternative mechanism. Exact number of non-executive Members will be decided by Government. The idea to unify all eight services of Indian Railways into one service namely Indian Railways Management Service is to break the departmentalism and make officers work in cohesion for the development of Railways.

Shri Yadav said that officers of Indian Railways only will be considered for CEO post and no outsider will be posted as CEO. Secondly career growth of Indian Railways officers is assured. No officer of Indian Railways shall be at disadvantage in this new restructured service. He also added that offering apex level to the General Managers is a step to empower them for a better coordination with State authorities to take decisions swiftly and independently. This will enable Railway Board to concentrate on policy framing, strategic planning and coordination of Zonal Railways.

Shri Yadav said that the priority of Indian Railways is to improve infrastructure and remove the bottlenecks. Indian Railway is aiming to run trains at 160 kmph on Kolkata-Delhi and Delhi-Mumbai corridor. We are hopeful that 3000 route kilometres of dedicated freight corridor will be completed by 2021. In next 10 years, Indian Railways will have independent dedicated freight corridor on all freight routes. Indian Railways aims to run trains on demand and redevelop stations under PPP mode.

In last five years, Railways investment has increased 3 to 4 times and projects have been prioritized into supercritical and critical to speed up upgradation of infrastructure. Railways has set a high growth target and to achieve this nimble and cohesive decision-making is the foremost requirement.



CPROs of Zonal Railways are attending the conference through video conferencing



FICCI India Sports Award 2019 Presented to Railway Sports Promotion Board

The coveted FICCI India Sports Awards 2019, an attempt by FICCI to acknowledge and recognize the contribution of sports persons and various stakeholders who deliver excellent results during the year, has been awarded to Railway Sports Promotion Board under the category of Best Company Promoting Sports (Public Sector) on 11th December, 2019 at New Delhi.

The FICCI India Sports Awards 2019 have been conferred by a jury headed by Justice Mukul Mudgal, Retired Chief Justice of Punjab and Haryana High Court. The event was graced by the Minister of Sports, Government of Odisha Shri Tusharkanti Behera and senior Government and Industry representatives.

Railway Sports Promotion Board has been awarded for its immense contribution in the field of providing sports eco-system within the organization for the budding sports athletes to nurture and expose themselves to their optimum limits and bring laurels to the nation.

It is important for any Sports entity to bring a friendly policy for developing the sports infrastructure and give all possible support to fulfil the needs of athletes so that they may be able to compete internationally and achieve greater success and performance in sports. Indian Railways, apart from serving the nation in terms of traffic transportation, has also been contributing in the field of Indian Sports as a social initiative.

It is a matter of pride for Indian Railways that Railway Sports Promotion Board is replete with 23 Padamshree, 166 Arjuna Awardees, 11 Dhyanchand, 9 Dronacharya and 6 Rajiv Gandhi Khel Ratna Awardees which is a rare feat for any sports organisation in India.

Chairman, Railway Board Inspects Chhatrapati Shivaji Maharaj Terminus Station

Chairman, Railway Board, Ex-Officio Principal Secretary, Govt of India, Shri Vinod Kumar Yadav, visited Chhatrapati Shivaji Maharaj Terminus, Mumbai on 30th November, 2019. During his visit he was accompanied by Shri A. K. Gupta, General Manager, Western Railway, Dr. R. Badri Narayan, Additional General Manager, Central Railway, Shri Shalabh Goel, Divisional Railway Manager, Mumbai Division, Central Railway IRSDCL, MRVC and other senior officials.

Chairman, Railway Board, during his inspection, Shri S.K. Lohia, MD and CEO, IRSDCL explained the CSMT station redevelopment plan. Later, he Inspected CSMT Suburban Concourse, Star Chamber, Self Ticketing Zone, the concourse area of DRM's Annexe building, newly developed passenger corridor from platform no.14 to 18. CRB also took review of proposed harbour line landing at platform no.18 adjacent to Heritage Gully. Chairman Railway Board also discussed with officials the future action plan for capacity augmentation to meet the increasing demands of passengers like additional trains from Mumbai and also early completion of Dedicated Freight Corridor. Shri V.K. Yadav, Chairman Railway Board declared a cash award of ₹50,000 for cleanliness, sanitation and upkeep of the CSMT station.



Shri V.K. Yadav inspecting CSMT station

CHAIRMAN, RAILWAY BOARD GRACES THE CELEBRATION OF 62nd ANNUAL DAY CELEBRATION OF IRISET

Indian Railway Institute of Signal Engineering and Telecommunications (IRISET), a premier Railway Centralized Training Institute at Secunderabad, is celebrated 62nd Annual Day on 24th November, 2019. IRISET plays a vital role in training the Signal and Telecommunications (S&T) personnel in Railway SignaLling and Telecommunication Technologies. It imparts training to not only the S&T personnel of Indian Railways but also to other organizations in public and private sector like NTPC, DFCCIL, RITES, RVNL and RCIL etc. IRISET is alma mater of all S&T engineers, including Officers of Group A service of Signal Engineers i.e. IRSSE who are also trained here.

This year 124 courses of SignaLling & Telecommunications have been conducted and approximately 3031 S&T personnel have been trained. The training of Indian Railway Service of Signal Engineers (IRSSE) has been updated



IRISET Building

graced the occasion as Chief Guest, Dr. Shailendra Kumar Joshi, IAS, Chief Secretary to Government of Telangana & Ex. IRSSE Officer was the Keynote Speaker, Shri Pradeep Kumar, Member (Signal & Telecom), Railway Board was the Chief Patron and Shri Gajanan Mallya, General Manager, South Central Railway presided over the function. Additional Members of Railway Board, PCSTEs of Zonal Railways and other dignitaries from Railway Board also attended the occasion.

Ministry of Railways Signs MoU with Department for International Development (DFID), United Kingdom

With a goal of transforming Indian Railways into "Green Railways", complete electrification of Railway network has been approved by Cabinet Committee on Economic Affairs (CCEA) which will reduce its carbon footprint and will also improve its finances through reduction in fuel cost.

To reduce carbon footprints a Memorandum of Understanding (MoU) was signed between Ministry of Railways, Government of India and Department for International Development (DFID), United Kingdom on 2nd December, 2019 for collaboration on energy and sustainability. The MoU was signed in the presence of Shri Rajesh Tiwari, Member (Traction), Railway Board by Mr. Rajesh Kumar Jain, Executive Director/Electrical Engineering (Development), Indian Railways and by Shri Gavin McGillivray, Head, DFID-India. Through Power Sector Reform (PSR) programme, the MoU with DFID envisages to include cooperation for Energy Efficiency & Energy Self Sufficiency for Indian Railways. The MoU will broadly cover:

1. Energy planning for Indian Railways in line with Governments' policies and regulations as applicable from time to time including 100% greener sources of electricity supply through
   - Renewable energy planning and deployment
   - Off shore wind and solar energy
   - Energy storage and new energy technologies
   - Off-grid renewable energy services
2. Promoting energy sustainability initiatives like
   - Adopting energy efficiency practices
   - Enabling Fuel efficiency
3. Electric Vehicle charging infrastructure deployment
4. Battery operated Shunting Locomotives
5. Capacity development like training programmes, industrial visits, field visits etc.

The collaboration will go a long way in ensuring self-sufficiency and efficiency in terms of energy and greener Indian Railways.



View after signing of MoU

PROMOTING TOURISM ON NILGIRI MOUNTAIN RAILWAY - MEETING WITH STAKE HOLDERS

A meeting for promoting tourism on Nilgiri Mountain Railway (NMR), was conducted at Southern Railway Head quarters. The meeting was chaired by Shri Rajesh Agarwal, Member Rolling Stock, Railway Board. Shri John Thomas, General Manager, Southern Railway, Principal Head of the Departments of Southern Railway and ICF, Divisional Railway Manager Salem, and representatives from Travel and Tourism industry participated.

Shri Chetram Principal Chief Mechanical Engineer, Southern Railway welcomed the gathering. During the presentation Shri U. Subba Rao, Divisional Railway Manager, Salem Division said that to develop Tourism potential of Nilgiri Mountain Railway Tourists Specials are operated between Mettupalayam –Ooty, Ooty–Coonoor and Runnymede. In addition to the special trains announced interested tour groups can also book Chartered train services from Salem Division. Heritage Museum is developed at Mettupalayam, and Ooty Railway Station to attracts tourists. In his keynote address, Shri Rajesh Agarwal, Member Roling Stock said that Indian Railways is the socio economic Life Line of the Nation. There is overwhelming interest on Heritage Mountain Railways among Tourists, especially those from Austria, Germany, Switzerland etc. The station in NMR is a place of attraction blessed with natural beauty around stations can be developed as tourist destinations. He appealed the participants from Travel and Tourism Industry to work like a partner in promoting heritage tourism. Year 2020 -21 is to be dedicated to reinvent the opportunities of tourism on NMR.

Shri John Thomas, Southern Railway thanked the participants for their interest in NMR. He advised them to keep up the enthusiasm to make NMR as an earning railway utilizing the facilities provided.



Shri Rajesh Agarwal delivering keynote address in the meeting at Southern Railway Headquarter



Shri Rajesh Agarwal flagging off of Heritage Special train

Heritage Special Run of World's Oldest Working Loco Conducted

Shri Rajesh Agarwal, Member, Rolling Stock, Railway Board, New Delhi flagged off a Steam Heritage Run from Chennai Egmore to Kodambakkam Railway Station on 14 December, 2019, in the presence of Shri John Thomas, General Manager, Southern Railway, Principal Head of the Departments of Southern Railway, Officers and Staff. About 70 Foreign Tourists traveled in the Heritage Runs conducted by Southern Railway.

World's Oldest Working Locomotive, the Express EIR 21, which is similar to Fairy Queen in appearance, is 164 years old. The locomotive was originally shipped to India from England in 1855. After withdrawal from service in 1909, this loco was kept as an exhibit at Jabalpur Workshops and Howrah Station for over 101 years. During this period this loco was in the sun and rain; many parts were corroded, some were missing, some were broken and some were not fit for use. Loco Works, Perambur took the challenge of reviving the presently 164 year old steam loco 'EXPRESS EIR 21' in the year 2010 and so far, 8 Heritage Runs have been made on this World's Oldest Working Steam Locomotive.

These Steam heritage runs are operated to showcase the heritage value of Indian Railways. So, far, the nine such Heritage runs have been organized by Southern Railway in Chennai Division. Heritage special runs were also conducted in Salem, Tiruchchirappalli, Madurai and Thiruvananthapuram Divisions.

1st Heritage Run	Chennai Central to Avadi on 15th August, 2010.
2nd Heritage Run	Chennai Egmore to Guindy on 15th August, 2011.
3rd Heritage Run	Chennai Egmore to Guindy on 26th January, 2012.
4th Heritage Run	In commemoration of the 157th Anniversary from Chennai Central to Perambur on 6th February, 2012.
5th Heritage Run	Chennai Egmore to Guindy on 26th January, 2013.
6th Heritage Run	Chennai Egmore to Kodambakkam on 10th September 2017
7th Heritage Run	Chennai Egmore to Kodambakkam on 26th January 2018
8th Heritage Run	Chennai Egmore to Kodambakkam on 27th May, 2018
9th Heritage Run	Chennai Egmore to Kodambakkam on 15th August, 2019



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.

abb.com/railwayabb.com/tractionconverters

ABB

1. Shri Piyush Goyal inspected Shri Mahabir Ji Railway Station and took note of facilities given by Railways on 2nd December, 2019.
2. Wheel Production Gains New Momentum: Rail Wheel Factory has already produced its 40,000th wheelset for the year 2019-20, in less than 9 months it has produced more than the entire last year.
3. Shri Suresh Angadi addressed IRTS Probationers 2nd December, 2019, had a fruitful interaction with them on the "Accountability of the Executive to Parliament."
4. Jaipur Railway Station : Wall paintings have been made on the walls, foot over bridge, stairs etc on the theme 'Me for my city', making the station even more beautiful.
5. Bapu with Charkha! Scrap based beautification at Jagadhari workshop of Northern Railway.



1

News Teller

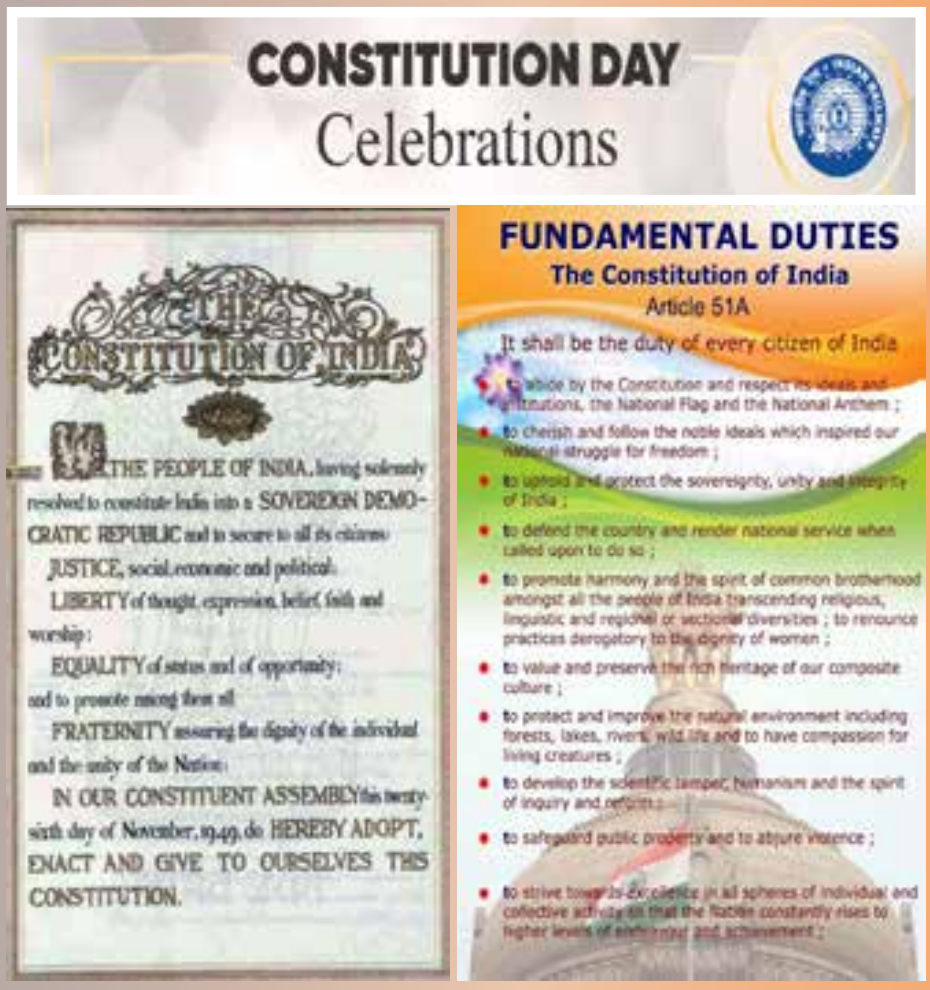

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4


5



1. ***CLW produces its 300th locomotive of 2019-20 in less than 9 months.***

2. Hail, Storm or Snow, No Fear as Railway is Here: In peak winters when entire valleys are engulfed in snow, take a look at the Kalka- Shimla rail line which is tirelessly tended by the railway staff to keep the people moving.

3. Beautiful paintings and all ultra modern facilities at Sainagar Shirdi Railway Station.

4. The engineering marvel : Train passing over Panval viaduct of height 64 mts through lush green valleys between Ratnagiri and Nivasar station on Konkan Railway route.











ISRO Enabled GPS System in Indian Railways

Real-time Train Information System (RTIS) project is being executed by Centre for Railway Information System (CRIS), which is an Information Technology arm of the Ministry of Railways, in collaboration with Indian Space Research Organisation (ISRO). It is primarily used for acquisition of train movement data, including that of arrival, departure, run-through timings at the stations in route. As the RTIS devices have been installed in locomotives, the trains hauled by such locomotives get tracked through this system. The zone-wise details of installation of RTIS device in the passenger and goods train locomotives till 20 November, 2019, are as under:

Zone	Number of Passenger Locomotives	Number of Goods Locomotives
Central Railway	103	217
East Coast Railway	53	140
East Central Railway	89	76
Eastern Railway	130	28
North Central Railway	44	71
Northern Railway	268	61
South Central Railway	146	127
South East Central Railway	50	14
South Eastern Railway	121	157
Southern Railway	232	48
West Central Railway	181	116
Western Railway	177	00
Total	1594	1055

Additional funds for installation of RTIS system in 6000 more locomotives (both passenger and goods) have been sanctioned in 2019. The automatic acquisition of the train running data by the RTIS system helps in improving the efficiency of train control, dissemination of accurate train running information to the passengers and freight customers, and emergency messaging between locomotive and control centre.

REVENUE FROM ADVERTISEMENTS AND PLATFORM TICKETS IN RAILWAYS

₹ 139.20 crore were earned from the sale of platform tickets in the year 2018-19. Further, ₹ 78.50 crore were earned from sale of platform tickets, up to September, 2019 during 2019-20.

₹ 230.47 crore were earned from advertisements and shops including those on platforms in the year 2018-19. ₹ 128.40 crore were earned from advertisement and shops including those on platforms up to September, 2019 during 2019-20.

As per the extant policy, contracts for shops and advertisements are awarded after open competitive bidding. The rates are outcome of the competition during the bid. However, in order to ensure minimum revenue, the bidding is done after finalizing minimum licence fee and the quotes are to be submitted above the same.

AGREEMENT WITH FRENCH RAILWAYS AGENCY

Three party FEXTE (Fund for Technical Expertise and Experience Transfer) Partnership Agreement has been signed with French National Railways (SNCF), French agency AFD and Indian Railway Stations Development Corporation Limited (IRSDC) on 10.06.2019. The special features of the Technical assistance for this Agreement are:

1. Training and capacity building
2. Tender and bid preparation
3. Selection of a partner, Advisory Support and Service Level Bench marking Study

SNCF offers to bring in the Project Manager and experts in fields of Capacity Building, TOD, Station Management, Retail and Finance.

The French Agency (AFD) has agreed to make available a financial contribution of maximum amount of Seven Lacs Euro to the French National Railways (SNCF) in kind as a technical partner to provide the assistance to IRSDC in the development of Railway Stations in India.

BACKLOG OF VACANCIES

Indian Railways provide direct and indirect employment opportunities. Vacancies in the organization are filled through open recruitment. Indirect employment opportunities occur through schemes like Station Development Programmes that envisage private investments for construction, operation and maintenance of infrastructure, the commercial utilization of sparable Railway land and redevelopment of stations, all of which create many business opportunities and boost employment generation.
Figures of direct recruitment during last 3 years are as under:

Year	Candidates Empanelled				Total
	UR	SC	ST	OBC	
Total	19224	6352	3247	11591	40414
Prescribed %age	50.5%	15%	7.5%	27%	100%
%age	47.6%	15.7%	8.0%	28.7%	100%

ASSETS OF INDIAN RAILWAYS

Railway land and Rolling stock are significant tangible assets of Indian Railways which are leased out for generating revenues for the Government. As on 31 March, 2019, the total land available with the Indian Railways is 4.78 lakh hectares out of which 0.51 lakh hectare (approximately) land is vacant. This vacant land is mostly in the form of narrow strips along tracks and utilized for servicing and maintenance of track, bridges and other infrastructure. The vacant land is also utilized for execution of various infrastructural projects for meeting future growth needs of Railways which include projects like doubling/tripling and traffic facilities works, etc. The revenue earned through leasing of land for building, other purposes and property development of land and air space for the year 2018-19 and 2019-20 (upto Sept - 2019) is as under:

(₹ in Crore)

Year	Land Leased out for Building Purpose	Land Leased out for other purpose	Property Development of Land/Air space
2018-19	12.87	781.45	18.18
2019-20 (upto Sept - 2019)	6.04	503.47	1.31

Vacant land which is not required by Railways for its immediate operational use is also utilized to generate revenue through commercial development on long term lease basis by Rail Land Development Authority (RLDA), wherever feasible. RLDA has been entrusted 75 sites measuring 239.52 hectares of land for commercial development as on date. During the year 2019-20 (upto Oct., 2019), RLDA has earned ₹ 845.94 Cr.

With a view to maximize utilization of un-utilized/under-utilized parcel space in Brake Vans (SLRs) of various Mail/Express trains, scheme for leasing SLRs for parcel traffic was introduced by Ministry of Railways in November, 1991. Presently, the scheme is governed by 'Comprehesive Parcel Leasing Policy' (CPLP). Similarly, entire parcel capacity in full rake comprising of Parcel vans are leased out to the Private operator (registered leaseholders) by inviting bids through tenders between specific originating-destination stations. Presently, the scheme is governed by Policy for leasing of 'Parcel Cargo Express Trains (PCET)'. Revenue earned through leasing of parcel space under the 'CPLP' and 'PCET' policy, during the fiscal year 2018-19 is ₹ 645.22 Cr.

WOMEN IN RPF

Presently more than 2300 women Railway Protection Force personnel are deployed over Indian Railways. In addition to the existing strength of women RPF personnel, 4078 women constables and 298 Sub-Inspectors have been recruited/empanelled who have started their training.

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. However, Railway Protection Force (RPF) supplements the efforts of GRP to provide better protection and security of passenger area and passengers. In addition to the train escort by GRP, lady RPF personnel are also deployed for escorting of trains as Rakshak Dal as per availability to ensure adequate security to female passengers. On an average, 344 women RPF police personnel are deployed as 'Rakshak Dal' in 150 running trains for escorting duty on daily basis.



RAIL DEVELOPMENT AUTHORITY

The Government has approved the setting up of Rail Development Authority (RDA). The role/ mandate of RDA, inter alia, includes providing expert advice to Government to make informed decision on :-

- Pricing of services commensurate with costs.
- Measures for enhancement of non-fare Revenue.
- Protection of consumer interests, by ensuring quality of service and cost optimization.
- Promoting competition, efficiency and economy.
- Encouraging market development and participation of stakeholders in the rail sector and for ensuring a fair deal to the stakeholders and customers.
- Creating positive environment for investment.
- Promoting efficient allocation of resources in the Sector.
- Benchmarking of service standards against international norms and specify and enforce standards with respect to the quality, continuity and reliability of services provided by them.
- Providing framework for non-discriminatory open access to the Dedicated Freight Corridor (DFC) infrastructure and others in future.
- Suggesting measures to absorb new technologies for achieving desired efficiency and performance standards.
- Suggesting measures for human resource development to achieve any of its stated objectives.

Allotment of Funds for Railway Projects

Presently, Indian Railways have taken up 498 Railway projects of length 49,069 km, costing ₹ 6.75 lakh cr, which are in different stages of execution/planning/sanction, out of which, commissioning of 8,979 km has been achieved and expenditure of ₹1.54 lakh cr incurred up to March, 2019.

Above projects include:-

- 188 New Line Projects of length 21,295 km, costing ₹ 3.87 lakh cr, out of which, commissioning of 2,622 km has been achieved and expenditure of ₹ 85,536 cr incurred up to March, 2019.
- 55 Gauge Conversion Projects of length 7,275 km, costing ₹ 56,135 crore, out of which, commissioning of 3,573 km has been achieved and expenditure of ₹ 19,640 crore incurred up to March, 2019.
- 255 Doubling Projects of length 20,500 km, costing ₹ 2.32 lakh crore, out of which, commissioning of 2,784 km has been achieved and expenditure of ₹ 48,342 crore incurred up to March, 2019.
- The average annual expenditure in New line/Gauge Conversion/ Doubling Projects in 2009-14 was ₹ 11527 crore, which increased to ₹ 26,022 crore, during 2014-19, which is 126% more of average of 2009-2014.
- Further, allocation of Budget for 2019-2020 is ₹ 30,198 crore, which is, 162% more with respect to average annual budget outlay of 2009-14.
- The details of allotment of funds and expenditure project-wise 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).
- Based on operational requirement, thorough review of throughput enhancement projects has been carried out and with focused approach, the projects have been prioritized into Super Critical Projects (58 nos), Critical Projects (68 nos.) and other throughput enhancement projects (130 nos.).
- Presently, the balance length of Super Critical Projects is 2347 Km, 5676 Km of Critical Projects and 9703 Km for other Doubling Projects. The throw-forward for these projects is of the order of ₹ 1.84 lakh cr. and all out sincere and focussed approach is being adopted by Railway for quick execution and early return to Railways.
- For capacity enhancement projects 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.

Uttam Rake of Indian Railways

Two Uttam rakes have been manufactured by Integral Coach Factory / Chennai. One is allotted to Western Railway and the other to Central Railway. Western Railway has introduced the state-of-the-art Uttam rake unit No. 5533/5534 on 15 October, 2019 for the local trains in Mumbai.

The salient features of Uttam rakes are as under:-

- Closed Circuit Television (CCTV) cameras installed in every coach.
- Emergency chains have been replaced with emergency push buttons.
- Fibre Reinforced Plastic (FRP) moulded interior paneling with aesthetic colours.
- Seats made from FRP with wood finish.
- Equipped with FRP cladded partitions.
- Modular and Wider luggage rack.
- Anti-dent partitions in coaches to prevent thefts.
- Improved dual lock stopper with dual slot handles windows in all coaches.
- Wider and improved grab handles for better grip.
- Latest powdered coated 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.
- 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.

Destruction of Railway Property

The amount of loss incurred to Indian Railways due to damage/loss of Railway property on account of sabotage and other unusual happenings due to law and order problems during the last three financial years, is as under:

Year	Cost of damage/loss of Railway property (₹ in crore)
2016-17	34.16
2017-18	22.61
2018-19	48.56

The number of trains delayed due to law and order problems during the last three financial years, is as under:

Year	No. of trains delayed on account of law and order
2016-17	2249
2017-18	2593
2018-19	9010

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 by deploying its staff. The number of cases registered on account of destruction of railway property during the years 2016, 2017 & 2018 are 20, 30 and 32 respectively. The States of Haryana, Bihar, Uttar Pradesh and West Bengal have witnessed maximum cases of destruction of railway property and disruption of rail services due to law and order situation during the last three years i.e. 2016, 2017 & 2018. However, West Bengal has not provided figures after August 2018.

FACILITIES AT RAILWAY STATIONS

Upgradation/Modernisation of Railway stations is a continuous and on-going process undertaken from time to time through various schemes. At present, under the Adarsh Station Scheme, 1253 stations have been identified for development out of which 1149 stations have been developed so far and the remaining are to be developed by 2019-20. Various passenger amenities like improvement to facade of the station building, retiring room, waiting room (with bathing facilities), separate waiting room for ladies, landscaping of circulating area, earmarked parking, signages, Foot Over Bridge, ramps at entry to station etc. are provided at Railway stations under this scheme as per the respective category of the station. Further, upgradation works at railway stations are undertaken as per requirement, subject to inter-se priority and availability of funds.

Railways undertake replacement of old and dilapidated quarters in railway colonies constructed for its officers and staff on regular basis, depending upon age and condition of quarters and availability of funds. Apart from that, Indian Railways has initiated colony redevelopment programme wherein funds generated from commercial exploitation of utilized Floor Area Ratio (FAR) to be used to redevelop old colonies at no cost to Railways. Rail Land Development Authority (RLDA) has been entrusted with 84 railway colonies for redevelopment.

Railways are also providing specialized Soft Skills Training to sensitize railway station staff to handle persons with disability, senior citizens, women and children.

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 Government Railway Police.

However, the following steps are also being taken by the Railways in coordination with GRP for safety and security of all its passengers including poor labourers, women, children & senior citizens in trains and at stations:-

- On vulnerable and identified routes/sections, 2200 trains (on an average) are escorted by Railway Protection Force (RPF) daily in addition to 2200 trains escorted by Government Railway Police of different States daily.
- Surveillance is kept through CCTV cameras, provided at about 501 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.
- An Integrated Security System (ISS) consisting of surveillance of vulnerable stations through Close Circuit Television (CCTV) Camera Network, Access Control, Personal & Baggage screening etc. has been sanctioned to improve surveillance mechanism over 202 railway stations.
- Drives are conducted from time to time against the entry of unauthorized persons in trains and railway premises.
- Ministry of Railways, in coordination with Ministry of Women and Child Development and National Commission for Protection of Child Rights, have issued a Standard Operating Procedure (SOP) which includes a protocol for rescue of children found abandoned on railway stations or trafficked through trains.
- Ladies Special trains running in Metropolitan cities are being escorted by lady RPF personnel. In other trains, where escorts are provided, the train escorting parties are briefed to keep extra vigil on lady passengers travelling alone, ladies coaches en-route and at halting stations.
- State Level Security Committee of Railways (SLSCR) have been constituted for all State/Union Territories under the Chairmanship of respective Director General of Police/ Commissioner of States/Union Territories for regular monitoring and review of security arrangements of the Railways.

Train-18

Production Programmes for 2019-20, 2020-21 and 2021-22 include manufacture of 160, 240 and 240 coaches respectively for train sets at Integral Coach Factory (ICF). Two rakes have already been put into service. Train 18 is a Semi High Speed fully air conditioned Train having quicker acceleration and contemporary passenger amenities like on-board infotainment and GPS based passenger information system, CCTV, automatic sliding doors with retractable coach footsteps and zero discharge vacuum based bio-toilets etc.

Safety oscillation trials have been certified by Research Designs & Standards Organisation (RDSO), and thereafter, based on the certification and own inspection, Commissioner of Railway Safety (CRS) has cleared the train sets for commercial operation. At present, Train 18 trains are being operated on New Delhi-Varanasi and New Delhi- Shri Mata Vaishno Devi Katra sectors.

Train 18 is a Shatabdi-type train of "Semi High Speed" genre offering additional amenities and operational advantages to the passengers. The fare of these trains has, therefore, been fixed higher than that of Shatabdi Trains.

MEASURES TAKEN BY INDIAN RAILWAYS FOR THE SAFETY OF WOMEN 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. However, Railway Protection Force (RPF) supplements the efforts of GRP to provide better protection and security of passenger area & passengers. Cases of Indian Penal Code (IPC) crime in Railways are registered and investigated by the concerned Government Railway Police. However, following measures are being taken by the Railways in coordination with Government Railway Police to ensure security of passengers including women passengers:-

- 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.
- Security Help Line number 182 is made operational (24X7) 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 including women to enhance security of passengers and to address their security concern.
- Drives are conducted against entry of male passengers into compartments reserved for women passengers and persons apprehended are prosecuted under section 162 of the Railways Act, 1989. During the years 2018 & 2019 (upto October), a total of 139422 & 83157 male passengers respectively have been prosecuted for unauthorized entry/travel in compartments reserved for women passengers.
- Ladies Special trains running in Metropolitan cities are being escorted by lady RPF personnel. In other trains, where escorts are provided, the train escorting parties have been briefed to keep extra vigil on the lady passengers travelling alone, ladies coaches en-route and at halting stations.
- Frequent announcements are made through Public Address System to educate passengers to take precautions against theft, snatching, drugging etc.
- Regular coordination is made with the State Police/GRP 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.
- An Integrated Security System (ISS) consisting of surveillance of vulnerable stations through Close Circuit Television Camera Network, Access Control etc. has been sanctioned to improve surveillance mechanism over 202 railway stations.
- In order to increase representation of women in RPF to the level of 10%, 4517 out of 9739 vacancies notified in the year 2018 were notified for women. In this recruitment, 4376 women RPF personnel have been empanelled.
- CCTV cameras have been installed at 501 Railway stations and in 2019 coaches. There is a provision for installation of CCTV cameras at 6124 Railway stations and in 58276 coaches. Work for installation of CCTV at 6124 stations and 7020 coaches is targeted to be completed by March-2021 (Phase-1).
- Emergency Talk Back system and Closed Circuit Television Surveillance Cameras have been provided in all newly manufactured Electrical Multiple Unit (EMU), Main line Electrical Multiple Unit (MEMU) coaches and Air conditioned rakes of Kolkata Metro. This system is also being provided in all newly manufactured air-conditioned EMU rakes and underslung MEMU rakes. Railways have already provided Emergency Talk Back system and CCTV in ladies compartments/ coaches of existing 12 EMU rakes and 150 EMU/MEMU rakes respectively. Further, flasher lights are also being provided in ladies coaches in 15 nos. of EMU rakes in South Eastern Railway. When the alarm chain of the coach will be pulled, these lights will start blinking and buzzer will start sounding till resetting of alarm chain.

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.

Non-Fare Revenue and FDI in Indian Railways

Several steps have been taken to increase non-fare revenue of Indian Railways by monetization of land and other assets. These include:

i. Policy for leveraging Mobile Assets, Out of Home Advertising, Rail Display Network, Unsolicited proposals and Content on Demand.

ii. Commercial utilization of vacant land through Rail Land Development Authority (RLDA).

Government of India has permitted 100% Foreign Direct Investment (FDI) on automatic route in the following activities/areas of Railway Infrastructure:

i. Suburban corridor projects through Public Private Partnership.

ii. High speed train projects.

iii. Dedicated freight lines.

iv. Rolling stock including train sets, and locomotives or coaches manufacturing and maintenance facilities.

v. Railway Electrification.

vi. Signalling systems.

vii. Freight terminals.

viii. Passenger terminals.

ix. Infrastructure in industrial park pertaining to railway lines or sidings including electrified railway lines and connectivities to main railway line.

x. Mass Rapid Transport Systems.

Foreign Direct Investment in these areas is subject to sectoral guidelines, which include necessary safety certification from central government or its authorized entity. The FDI policy is also open for U.S. businesses.

In order to give a facelift to the Indian Railways and cater to diverse needs of passengers, some of the steps taken include:

i. Significant step-up in investment for capacity enhancement, Safety and Modernization of Railways.

ii. Improvement and upgradation of various passenger amenities like foot over bridges, lifts, escalators, toilets, battery operated vehicles, wheel chairs, waiting rooms.

iii. Leveraging information technology for online ticketing and enquiry services.

iv. Introduction of various premium train services like Humsafar, Tejas, Antyodaya, Utkrisht Double Decker Air-conditioned Yatri (UDAY), Mahamana and coaches like Deen Dayalu and Anubhuti.

HEIGHT OF RAILWAY PLATFORMS

Platforms of different levels viz. rail level, medium level and high level are provided as per prescribed schedule of dimensions at various categories of stations. It is Railways' endeavor to provide platform of appropriate height conforming to the prescribed schedule of dimensions as per category of station. Gap between platforms and coach floor would not lead to accident if passengers board/de-board the train when it has come to halt. However, it causes inconvenience to passengers as when they try to board/de-board the moving train.

The following steps have been taken by the Railways to minimize such incidents:-

- Considering the safety aspects, Ministry of Railways in April` 2018 have revised the norms of Minimum Essential Amenities and decided to provide with High Level Platforms irrespective of its category of station on Broad Gauge which was not the case earlier, as only erstwhile 'A1', 'A' & 'C' category stations were provided with High Level platforms. However, priority will be accorded to higher category of station over lower category of station while sanctioning and executing the work of raising the height of platforms and henceforth no work of raising the platform to medium level shall be taken up. All existing sanctioned work for raising the height of platforms from rail level/ low level shall be made to high level. In the financial year 2018-19, Ministry of Railways have also sanctioned umbrella works of ₹6200 crore for "Provision of Foot over Bridges and/or High level Platforms at stations" as a safety measure.
- Regular announcements are made through Passenger Address System at Railway Stations urging passengers not to board or de-board the moving trains.
- Various awareness campaigns are organized by Railways to sensitize the passengers about the dangers of boarding/de-boarding running trains and foot-board/roof-top travelling etc.
- Drives are conducted against persons travelling on foot-board and roof top of trains, boarding/ de-boarding running trains. Persons apprehended are prosecuted under the relevant provisions of the Railways Act, 1989.
- Ministry of Railways had decided in the year 2014 to raise the height of passenger platforms in Mumbai Suburban section from 760-840 mm to 840-920 mm. Accordingly, the raising of the platforms has been done. In order to reduce the vertical gap between coach floor and platforms, passenger platforms in Mumbai Suburban section were identified for raising of the height which include 83 platforms on Central Railway and 168 platforms (145 platforms on Churchgate-Virar Section and 23 platforms on Virar – Dahanu Road Section) on Western Railway. All the platforms have been raised except for 4 platforms at Sion, Matunga and Mahim Railway stations which are not to be raised as these have been planned to be dismantled in connection with project of execution of 5th and 6th line.

Modernisation of Railways

In the Union Budget 2019-20, it was estimated that an investment of ₹ 50 lakh crores would be needed for railway infrastructure between 2018-2030. Railway projects are not conceived/executed on State/ Union Territory basis. Investment in Railways is mobilised from a mix of sources including budgetary and extra budgetary resources through institutional finance and Public Private Partnership (PPP). A part of investment in the area of completion of tracks, rolling stock manufacturing and delivery of passenger/freight services is envisaged through PPP.

Around 1250 stations have been identified for upgradation under Adarsh Railway Station Development Scheme across all the states.

Steps taken to utilize various environmental friendly technologies include:

- Use of Renewable Energy i.e. Solar Power and Wind Power – At present Indian Railways (IR) utilizes about 202 megawatt (MW) of renewable power.
- Provision of energy efficient Light Emitting Diode (LED) lighting - 100% railway stations, service buildings and about 89% of residential quarters have been provided with LED lights.
- Provision of Bio-toilets in coaches- Nearly 2,30,000 Bio-toilets have been installed in 64,000 passenger coaches.
- Blending Bio-Diesel with High Speed Diesel (HSD) – Blending of 5% Bio-Diesel in HSD for diesel locomotive was started in June, 2015
- Some of the steps taken to reduce losses in Railways include :
- Operational efficiencies through running longer and heavier trains.
- Formulation of policies for non-fare revenue generation.
- Monetization of surplus land through Rail Land Development Authority (RLDA).

MEASURES TO CHECK MALPRACTICES IN RESERVATION

Some instances of misuse of reservation system do come to notice during the checks conducted by Indian Railways, particularly during peak rush period/festival seasons. Out of total 2803 checks conducted by the Zonal Vigilance during the period of last three years and the current year upto November, 2019, 741 touts/ agents were apprehended and 06 Railway staff were taken up under Disciplinary and Appeal Rules due to their connivance with the touts.

Indian Railways has taken various measures to keep a check on the activities of unscrupulous elements involved in malpractices in reservation, some of which are as under:

Instructions have been issued to ensure that tickets are not booked on abbreviated names and full name of the passenger and the surname wherever applicable are captured at the time of booking reserved tickets.

Carrying of prescribed identity proof has been made compulsory for one of the passengers while undertaking journey in reserved class.

With a view to curb the activities of unscrupulous elements involved in unauthorized ticketing activities, regular checks are conducted by Commercial, Vigilance and Security Departments (Railway Protection Force) in mass contact areas such as Passenger Reservation System (PRS) centres, booking offices, platforms, trains etc. Such checks are intensified during peak rush periods like festivals, holidays etc.

Stringent action is taken against the railway staff under Disciplinary and Appeal Rules, if found involved in malpractices.

Checks conducted at reservation offices are supplemented by checks on the trains to detect the cases of transferred reserved tickets i.e. persons found travelling fraudulently against accommodation actually reserved in the name of another passenger.

Surveillance at reservation offices has also been stepped up by installing Close Circuit Television at important PRS locations to keep watch on any possible misuse of reservation system. Booking pattern at reservation offices is also monitored for detecting unusual pattern and fraudulent working of unscrupulous elements.

In case of online booking of tickets, checks have been applied on minimum time required to enter the passenger details and CAPTCHA and no ticket can be booked before 35 seconds. User IDs are checked on daily basis and those IDs found using malpractices like fast booking of tickets are deactivated.

A limit of booking 6 Railway tickets by an individual user in a month has been fixed in case of Indian Railway Catering and Tourism Corporation (IRCTC) portal. This limit has been revised to 12 Railway tickets in a month for those individual users who have linked their IRCTC user ID with their respective Aadhaar number and ensured that at least one of the passengers in the passenger list is verifiable through Aadhaar.

The authorized reserved ticketing agents of Indian Railways have been restricted from booking tickets during first fifteen minutes of opening of Advance Reservation Period (ARP) booking and Tatkal booking.

General public are also educated through Public Address System and media, not to buy tickets from unscrupulous elements and consequences of buying tickets from these sources.

Taking measures to deter unscrupulous elements from misusing the reservation facility meant for genuine passengers is a continuous and an on-going process.

FACILITIES FOR DIFFERENTLY-ABLED PERSONS IN RAILWAYS

Indian Railways is committed to make its Railway stations and trains accessible for Persons with Disabilities (Divyangjan) as part of "Sugamya Bharat Mission" or Accessible India Campaign of Government of India. Improvement/ augmentation of amenities at Railway stations, including those for differently abled passengers, is a continuous process. Provisions of facilities for Persons with Disabilities (Divyangjan) are to be made at all stations over Indian Railways. The categorization of stations is reviewed every five years. In April, 2018, it has been decided to change the categorization of Stations from 'A-1', 'A', 'B', 'C', 'D', 'E' & 'F' category to NSG1, NSG2, NSG3, NSG4, NSG5 & NSG6, SG1, SG2 & SG3 and HG1, HG2 & HG3 based on passengers handled and earnings of the stations.

In order to provide better accessibility to Persons with Disabilities (Divyangjan), Short Term Facilities and Long Terms facilities have been planned at all stations (including erstwhile B category stations), beginning with Non Suburban Group 'NSG1', 'NSG2', 'NSG3' & 'NSG 4' category stations. The details of Railway stations provided with Short-Term Facilities so far for Persons with Disabilities (Divyangjan) under all categories of stations over Indian Railways are as under:-

Facility for Persons with Disabilities (Divyangjan)	Approximate number of stations, where facility provided
Standard ramp for barrier free entry	3702
Earmarking at least two parking lots	2055
Non-slippery walk-way from parking lot to station building	2110
Signages of appropriate visibility	1779
At least one drinking water tap suitable for use by Persons with Disabilities (Divyangjan)	2843
At least one toilet (on the ground floor)	3869
May I help you booth	1325
Engraving on edges of platforms	1940
Provision of facility for inter-platform transfer	1290

The Long-Term Facilities, which are to be provided for Divyangjan at 'NSG-1' to 'NSG-4' categories of stations are as follows:

Public Announcement Systems including Computer Announcement System at 4367 stations, Trains Indication Boards at 1125 stations and Coach Indication Systems at 644 stations have been provided at Railway Stations which may also be accessed by Persons with Disabilities (Divyangjan).

Regarding making trains Divyangjan friendly, around 3,400 disabled friendly Integral Coach Factory (ICF) design coaches (Transportation Code - SLRD/SRD) are available in the fleet of Indian Railways. These coaches have a suitably designed compartment and toilet adapted to the needs of the disabled/ wheel chair borne passengers. In these coaches, wider entrance door, wider berths, wider compartments, larger lavatory and lavatory doors, etc. have been provided. Inside the toilets, additional grab rails on the side walls for support and wash basin and mirror at a lower height are also available. It is endeavored to have at least one such coach in each Mail/ Express train having ICF type coaches. Further, Linke Hofmann Busch (LHB) type coaches (Transportation Code - LSLRD/LDSLR) with facilities for Divyangjan on similar lines as is available in ICF design coaches are also under manufacture at Integral Coach Factory/Chennai.

For the assistance of the visually impaired travelers, Integrated Braille Signages, i.e. signages superimposed with Braille scripts, are being provided in all the newly manufactured coaches. Further, retrofitment of the same in existing coaches has also been taken up in a phased manner.

In order to facilitate easy movement of elderly, sick and differently abled passengers and for smooth access to platforms of major railway stations and for ease of movement, escalators/lifts are being provided as part of 'Sugamya Bharat Abhiyaan'. As per the revised policy guidelines of Indian Railways, Escalators are to be provided at railway stations having footfall of more than twenty five thousand and at railway stations at state capital and millennium cities. Lifts are being provided depending upon the relative priority of various stations and the availability of resources and feasibility for provision of lifts. So far, 705 escalators at 250 stations and 521 lifts at 226 stations have been provided over Indian Railways (till 31 October, 2019).

Provisions of facilities for Persons with Disabilities (Divyangjan) are to be provided at all stations over Indian Railways based on the needs of travelling public and availability of funds. Works for all passenger amenities including facilities for Persons with Disabilities (Divyangjan) at Railway stations are generally funded under Plan Head – 53 'Passenger Amenities'. No separate accountal is made for expenditure on amenities for Persons with Disabilities (Divyangjan). However, priority will be accorded to higher category of station over lower category of station while sanctioning and executing the works for all passenger amenities/facilities for Persons with Disabilities (Divyangjan) at Railway stations.

All General Managers of the Zonal Railways have been instructed to provide Special Training Modules on Soft Skills as a part of Initial/ Refresher/Special Courses to all frontline staff directly dealing with customers wherein greater thrust has been given towards customer satisfaction and the need to focus on customer as the principal client.

All commercial frontline staff are given special training on passenger amenities wherein training on special facilities provided for Physically Challenged persons and provision of wheelchair are given.

PASSENGER TRAFFIC ON INDIAN RAILWAYS

Railways, Road and Airlines are different modes of transport, which are not comparable in terms of their volume, connectivity and convenience. During the Financial Year 2018-19, Passenger traffic on Indian Railways has registered a growth of 1.8% as compared to last year. The year wise details of passenger earnings on Indian Railways for the last five years are as under: -

Financial Year	Passenger Earnings (₹ in crore)
2014-15	42189.61
2015-16	44283.26
2016-17	46280.46
2017-18	48643.14
2018-19	51066.65

Indian Railways has kept the passenger fares lower, keeping in view the affordability for common man. Last passenger fare revision was done in 2014-15. Indian Railway continues to incur losses in passenger segment under social service obligations, like- on account of concessions in passenger fares, on EMU suburban services, on uneconomic branch lines, on strategic lines, due to pricing of fares below cost etc. Indian Railways continuously strives to improve passenger traffic over its network. With a view to ensure optimum utilisation of available accommodation and enhance earnings, the utilisation of reservation quota is reviewed on a periodical basis and necessary adjustments made, wherever required.

Further, various initiatives like augmentation of on-board capacity, rationalisation of flexi-fare scheme, graded discount in classes and sections with low occupancy and offering fare of AC chair Car and Second class unreserved for AC-3tier coaches and Sleeper class coaches respectively having low occupancy on particular sections, extension of Alternate Train Accommodation Scheme known as VIKALP have also been undertaken. Measures to improve passenger traffic and enhance earnings is a continuous and an on-going process. New passenger services like Vande Bharat Express, Tejas Express, Air-conditioned Electrical Multiple Unit(EMU) services, Gatiman Express, Anubhuti Coaches etc. have been introduced.

Clean Drinking Water

The steps taken by Railways to provide clean drinking water and quality food and catering material at stations and in trains are as follows:-

i) For ensuring supply of clean drinking water at stations as well as in trains, Ministry of Railways has issued instructions to Zonal Railways to provide clean drinking water at railway premises by adopting "Uniform Drinking Water Quality Monitoring Protocol" issued by Ministry of Drinking Water and Sanitation in February' 2013. Drinking water supplied to the railway passengers at stations through drinking water taps is suitably treated, as per requirement, before the exit point of supply. Regular tests are conducted to ensure its quality. Besides this, sale of Rail Neer (Packaged Drinking Water) has been made mandatory in all trains running with pantry cars and all static catering units at 312 stations. In case of non-mandatory units (trains/stations), Packaged Drinking Water of other approved brands is permitted for sale. Presently, approximately 9.5 lakh litres of Rail Neer (Packaged Drinking Water) is being supplied to passengers on Indian Railways per day from 11 operational plants. In addition to above, 1962 Water Vending Machines (WVMs) have been installed at 685 Railway stations across the country to provide drinking water of prescribed standards at affordable rates.

ii) Indian Railway Catering and Tourism Corporation Limited (IRCTC) has installed CCTV (Closed Circuit Television) cameras in the kitchens under its management. Live streaming is available in these kitchens on IRCTC's website and Rail-Drishti portal of Railways (https://www.raildrishti.in). This enables close and live monitoring of the activities in the kitchens both by officials and the public.

iii) IRCTC has enabled Quick Response (QR) codes to be pasted on food casseroles at 27 Kitchens.

iv) IRCTC has upgraded 46 existing Kitchen Units during the last 02 years.

v) Provision of E-Catering services in trains through branded players such as Dominoes, etc is being progressively increased.

vi) Certification from Designated Food Safety Officers of each Kitchen Unit has been made mandatory.

vii) Each train provided with pantry car is manned by IRCTC's supervisors who monitor services and take feedback from passengers and take appropriate corrective action. In premium trains, catering supervisors have been provided with tablets for obtaining feedback from passengers.

viii) Food samples are randomly collected by Joint Food Safety Commissioners /Food Safety Officers/Supervisors and are sent to the nominated accredited Laboratories under Food Safety & Standard Act for analysis and testing.

ix) Food Safety Supervisors of IRCTC have been deployed at Kitchen Units.

x) Third Party Audits are mandated in the Catering Policy and are being carried out by NABCB (National Accreditation Board for Certification Bodies) accredited agencies.

xi) Customer satisfaction surveys are conducted through Third Party Agencies.

xii) Regular and surprise inspections are conducted by Railway officials including Food Safety Officers. Penalty is being imposed in cases of unsatisfactory food samples and prosecutions are being launched as per Food Safety & Standard Rule 2011.

xiii) A robust system for passenger feedback and complaints exists for redressal through dedicated centralized Catering Service Monitoring Cell (CSMC) toll free number 1800-111-321, Rail Madad, Twitter handle, CPGRAMS, E-Mail and SMS based complaints.

STEPS TO ENSURE COMPETITIVENESS OF RAILWAYS IN FREIGHT TRANSPORTATION

Steps taken to progressively upgrade Railway's competitive edge over other modes of transport include inter-alia the implementation of a differential tariff regime for specifically addressing situations arising out of skewed demand during different periods of the year as well as across different regions of the country. The slew of freight incentives schemes that are also in place for attracting traffic include following initiatives:-

- 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), discount on loading of bagged consignment in open and flat wagons, rationalisation of freight rate, rationalisation of Merry-Go-Round (MGR) system, reduction of minimum distance for charge from 125 km to 100 km, distance increased for mini rake from 400 km to 600 km and upto 1000 km for Intra Zonal traffic, proliferation of Roll-on Roll-off (RORO) services, de-notification of large number of commodities for charging at FAK rates, withdrawal of congestion charge for stone traffic transported from Eastern Railway to Bangladesh via Darsana/ Benapole, withdrawal of 15% Busy Season Charge from 01/10/2019, withdrawal of 5% supplementary charge from Mini Rake and Two Point Rake combination, Discount of 25% on movement of empty containers and empty flat wagons, Round-trip haulage charge for container traffic (for 0-50 km) for ultra short lead. Liberalization of Terminal Access Charges (TAC) for double (loading & unloading) operations; i.e. instead of 1.5 times the applicable rate, one time charge is now applicable.
- Use of extensive computerization in freight operation to improve monitoring and to improve utilization of assets, deployment of higher capacity locomotives and higher capacity wagons, improvement in maintenance practices of wagons and locomotives resulting in increased availability of rolling stock for traffic, improvement in track and signaling to carry the higher volume of traffic, training staff and officers to adopt the new technology and management practices.
- Two Dedicated Freight Corridors (Western & Eastern Dedicated Freight Corridors) have been taken up to create adequate capacity, which is essential requirement to cater the traffic demand and improve quality of service.

AC-III Tier Coaches

The number of AC III tier coaches in service as on 31st March, 2019 on Indian Railways is 7329. The number of coaches including AC-III tier coaches, in the composition of trains depends, inter-alia, on factors like traffic pattern, schedule of train etc. further, the composition of a large number of trains such as unreserved trains, Antyodaya Express Train, Day time Intercity Trains, Shatabdi Express Trains does not include AC-III Tier Class. The number of AC-III tier coaches manufactured by the Production Units of Indian Railways are as follows:-

Year	No of AC III tier Coaches
2014-15	488
2015-16	597
2016-17	534
2017-18	589
2018-19	885

The production of AC-III tier coaches, has been scaled up in the last five years, as is evident from the above given table.

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OPTIONAL TRAVEL INSURANCE SCHEME

An Optional Travel Insurance Scheme with a cover of upto ₹10 lakh was launched w.e.f 01.09.2016 for the Confirmed/RAC railway passengers who book online e-ticket through official website of Indian Railway Catering & Tourism Corporation (IRCTC) which is a wholly owned undertaking of Ministry of Railways.

W.e.f 1 October, 2018, the premium for the scheme is ₹0.49 (inclusive of all taxes) per passenger per trip. Under the scheme, in case of death/injury of reserved passengers due to train accident/untoward incidents as defined under Section 123 read with Sections 124 and 124A of the Railways Act, 1989, the sum assured is paid to the victim/family or legal heir of the victim as the case may be.

The insurance coverage is valid from the actual departure of train from the originating station to actual arrival of train at the destination station including 'process of entraining' and 'process of detraining' the train.

The Sum assured given to the victim/family or legal heir of the victim is as follows:-

In case of Death: ₹10 lakh, **Permanent Total Disability:** ₹10 lakh, **Permanent Partial Disability upto:** ₹7.5 lakh, **Hospitalization Expenses for Injury:** ₹2 lakh, **Transportation of mortal remains:** ₹10,000

The total quantum of insurance premium collected from travellers since inception is ₹19.47 crores. The amount of compensation paid by insurance companies to the victims since Nov 2017 to Nov 2019 is as follows:-

(in Crores of ₹)

Company	Compen sation paid
Shriram General Insurance Co. Ltd.	2.35
ICICI Lombard (agreement over on Sept 2018)	1.34
Royal Sundaram (agreement over on Sept 2018)	1.50
Bharti Axa General Insurance (agreement started from Oct 2018)	0.25
Bajaj Allianz General Insurance (agreement started from Oct 2018)	0.70
Total	6.14

From 1 September to 9 December, 2016, a premium of ₹0.92 per trip was collected from the passengers.

As per Government's decision to promote digital and cashless economy, with effect from 10 December, 2016 to 31 August, 2018, the insurance was made free to all passengers booking e-tickets online and the premium was paid by IRCTC to the insurance companies. From 1 September, 2018, the insurance was again made optional to the passengers booking e-tickets online and a reduced premium of ₹0.49 per trip is being collected from passengers. Presently, IRCTC is providing this insurance facility through 3 Insurance Companies, namely :-

i) M/s Bharti Axa General Insurance Co. Ltd.,

ii) Bajaj Allianz General Insurance Co. Ltd., and

iii) Shriram General Insurance Co. Ltd.

Awareness has been made through IRCTC's Ticket Booking website i.e. www.irctc.co.in under "Important Information" section which contains all relevant details about optional travel insurance for e-ticket passenger.

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. After inspection, every bridge is assigned an Overall Rating Number (ORN) and based on the ORN of bridge Rebuilding/Strengthening is undertaken. The data are maintained Zonal Railway wise and not area-wise. The Zone-wise, including tribal area, a total of ₹809.05 crore is allocated as under:

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

Zonal Railway	North Western	Southern	South Central	South Eastern	South East Central	South Western	Western	West Central
Fund allocated (₹in crore)	26.64	48.39	49.25	46.66	14.28	23.64	78.31	56.61

BETTER SERVICES IN THE RAILWAYS

Indian Railways constantly strive to provide better services to its vast set of customers through proper planning and system improvements on a continuous and an ongoing basis depending upon customer feedback, operational feasibility and financial viability. Various initiatives are taken from time to time by different departments of Railways to improve customer convenience.

In order to cater to the diverse needs of passengers, there has been a continuous expansion of various on-board and off-board services ensuring greater choice and variety to the customers. With respect to ticketing, the online and offline ticketing facilities have been continuously diversified, augmented and proliferated to provide services in a transparent, accountable and user –friendly manner. Streamlining of Computerised Passenger Reservation System has been done to improve passenger convenience. Indian Railways have undertaken new initiatives like introduction of Alternate Trains Accommodation Scheme called 'VIKALP'. Initiatives like SMS based Alerts have been introduced to disseminate timely information to passengers in the event of booking, cancellation, status up gradation, delay etc. Various passenger facilities/ amenities like, lifts, escalators, toilets, battery operated vehicles, wheel chairs, waiting rooms, Foot over Bridge etc. are being extended to more and more stations.

Special emphasis is being given to improve cleanliness and hygiene on stations by introduction of Mechanized cleaning, awarding of Ragpicking and/or garbage disposal contracts, proliferation of pay and use toilets, use of CCTV for monitoring cleanliness etc. Railways have proliferated discharge-less Bio-Toilets in coaches, along with Onboard Housekeeping services at important trains. Certain initiatives like 'Coach Mitra' service, Clean Train Station (CTS) scheme, mechanized laundries etc are introduced for better services in trains.

New Train-set Vande Bharat and premium train services like Humsafar, Tejas, Antyodaya, Utkrisht Double Decker Air-conditioned Yatri (UDAY), Mahamana and coaches like Deen Dayalu and Anubhuti, with upgraded interiors / exteriors and improved passenger amenities, have been introduced in service in various trains. IR has also launched Project Utkrisht in order to improve the condition of ICF type coaches running in Mail / Express trains.

Simultaneously various system improvements for freight services like computerization of Parcel service through Parcel Management system, Electronic registration of demand (e-RD), paperless Electronic Transmission of Railway Receipt (eT-RR) and digital payments through Debit/Credit card using POS machine along with other online facilities have been implemented. However changes in system improvements for provision of better services in the Railways is a continuous and ongoing process.

Quality and Hygienic Food to Passengers in Trains

It is the continuous endeavour of Indian Railways to provide quality and hygienic food to passengers. Whenever any instance of serving of substandard quality of food is noticed or observed, appropriate action is taken against the service provider. As per Catering Policy 2017, IRCTC has been mandated to provide catering services on trains. Further, IRCTC has engaged 44 private service providers for providing quality and hygienic food in trains. Following mechanism has been put in place by IRCTC/Railways to monitor catering services in trains and Kitchen Units:
i) To ensure centralized monitoring of the kitchen activities, CCTVs have been installed in 39 Kitchen Units. Sharing of live streaming of the Kitchen Units through website of IRCTC has been made operational, ii) To ensure compliance of Food Safety Norms, Food Safety and Standards Authority of India (FSSAI) certification from Designated Food Safety Officers of each catering unit has been made mandatory, iii) Food Safety Supervisors have been deployed by IRCTC to monitor food safety and hygienic practices. Food samples collected by Food Safety Officers/Supervisors are sent to the nominated accredited Laboratories under Food Safety & Standard Act for analysis and testing. Penalties are imposed in cases of detection of unsatisfactory food samples, iv) Examination of quality and hygiene of food is done through Third Party Audit. Customer satisfaction survey is also conducted through Third Party Agencies, v) Onboard supervisors have been deployed by IRCTC on the trains for regular monitoring of the catering services, vi) Regular and surprise inspections are conducted by Railway officials including Food Safety Officers, vii) Monitoring and supervision of catering services through operation of centralized Catering Service Monitoring Cell (CSMC) toll free number 1800-111-321, Rail Madad, Twitter handle, CPGRAMS, E-Mail and SMS based complaints redressal.

Joint Venture Agreements with State Governments

In view of the essential requirement of number of new rail infrastructure projects in various States to serve their core sector industries, ports, mines, industrial corridors etc., which cannot be taken up by Ministry of Railways at present at desired pace, State specific Joint Venture (JVs) Companies between the Ministry of Railways and willing State Governments have been incorporated. The company will undertake project development, resource mobilization and monitoring of mutually identified rail infrastructure projects. Each of these Companies has been set up as a Joint Venture Company with equity participation of Ministry of Railways (limited up to maximum 50%) and concerned State Government(s). States of Chhattisgarh, Gujarat, Maharashtra, Kerala, Odisha, Haryana, Jharkhand and Karnataka have incorporated the Joint Venture Companies for execution of mutually identified rail infrastructure projects.

DECLINE IN TRAIN ACCIDENTS

Details of type-wise number of consequential train accidents that took place during the year 2018-19 and the current year (from 1st April, 2019 to 31st October, 2019) are as under:-

Type of Accidents	2018-19	2019-20 (Upto 31st October, 2019)
Collision	0	3
Derailments	46	29
Manned Level Crossings	3	1
Unmanned Level crossings	3	0
Fire	6	7
Misc.	1	1
Total	59	41

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 of passengers. Following steps/measures have been taken to prevent accidents:-

- Rashtriya Rail Sanraksha Kosh (RRSK) has been introduced in 2017-18 for replacement/renewal/upgradation of critical safety assets, with a corpus of ₹1 lakh crore for five years, having annual outlay of ₹20,000 crore.
- Electrical/Electronic Interlocking Systems with centralized operation of points and signals are progressively provided to eliminate accident due to human failure and to replace old mechanical systems. These systems have been provided at 5,965 stations up to 30 September, 2019.
- Track Circuiting of stations to enhance safety for verification of track occupancy by electrical means instead of human element is completed at about 6,117 stations up to 30 September, 2019.
- Axle Counter for Automatic clearance of Block Section to ensure complete arrival of train without manual intervention before granting line clear to the next train and to reduce human element have been provided on 5,515 block sections up to 30 September, 2019.

Train Protection and Warning System: Train Protection and Warning System (TPWS) based on European Technology ETCS Level-1 Automatic Train Protection (ATP) System to avoid train accident/collision on account of human error of Signal Passing at Danger (SPAD) or over speeding, has been provided at selected sections.

Auxiliary Warning System (AWS): An ATP called Auxiliary Warning System (AWS) is presently functional on 413 RKMs in the Mumbai suburban section of Central Railway (289 Route KMs) and Western Railway (124 Route KMs).

Vigilance Control Device (VCD): All the diesel and electric locomotives on Indian Railways have now been provided with Vigilance Control Devices.

- A Global Positioning System (GPS) based Fog Pass Device is being provided as required to loco pilots in fog affected areas which enables loco pilots to know the exact distance of the approaching signals, LC Gate and other critical landmarks.

Simulator based training of loco pilots: Simulator based training is being imparted to loco pilots to improve their driving skills and reaction time.

Track Renewal: During 2018-19, 4181 kms. 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.
- Provision of Thick Web Switches (TWS) is planned for all important routes of Indian Railways. To expedite provision of TWS, procurement of Thick Web Switches has been decentralized to Zonal Railways.
- Long rail panels of 260 M/130M length are manufactured at the steel plant to minimize number of Alumino Thermit joints in the track.
- 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.
- Global Positioning System(GPS) trackers are being progressively provided to keyman & patrolmen to monitor their movement & to report any unsafe condition noticed by them instantaneously.
- Mechanization of Track Maintenance is being progressively carried out to reduce human errors.
- Safety drives and inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.

Linke Hofmann Busch (LHB) Type Coaches: LHB coaches are of a superior design that reduces the chances of derailment and reduces the possibility of grievous injury or death in case of accidents. Indian Railways has completely switched over to the manufacture of LHB coaches from 2018-19 onwards.

- Prevention of accidents by providing Online Monitoring of Rolling Stock (OMRS) and Wheel Impact Load Detector(WILD). Total 7 Online Monitoring of Rolling Stocks(OMRS) equipment have been installed on Indian Railway network between 2017-2019 and 02 are under installation. 17 Wheel Impact Load Detectors (WILD) have been installed on Indian Railways, between 2006–2018.

Elimination of Unmanned Level Crossing Gates: 3,479 Unmanned Level Crossings (UMLCs) were eliminated during the year 2018-19. All UMLCs on Broad Gauge have already been eliminated through closure/merger/provision of Subway for safety measures.

- Interlocking of Level Crossing Gates with signals to avoid accidents has been done at 11,474 Level Crossing Gates up to 30.09.2019.

Provision of Fire Extinguishers: Dry chemical powder type fire extinguishers are being provided in all mainline coaches. These are portable fire extinguishers and are easy to use by on board staff or passengers in case of emergency.

- Use of improved materials for electrical fittings and fixtures such as Miniature Circuit Breakers(MCBs), light fittings, terminal boards and connectors.

Publicity Campaigns: Intensive publicity campaigns to prevent the travelling public from carrying inflammable goods are regularly undertaken.

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Reservation in Employment for Apprentices

Preference to Course Completed Act Apprentices(CCAA) trained in Railway establishment is given, to the extent of 20% of vacancies, in case of direct recruitment from open market in Level-1, pursuant to an amendment to Section 22, Sub-section(1) of the Apprentices Act, 1961.

After the amendment to Apprentices Act, 1961 was made in 2016, one direct recruitment has taken place. It was notified in February, 2018 for Level-1 (erstwhile Group 'D') vacancies. Course Completed Act Apprentices who have qualified and been selected for appointment as on 21 November, 2019 are 1263 in number, Zone-wise details of which are as under:

Zonal Railway	No. of CCAA candidates selected for Level-1 appointment as on 21 November, 2019
Central Railway	151
Eastern Railway	25
East Central Railway	186
East Coast Railway	50
Northern Railway	115
North Central Railway	43
North Eastern Railway	79
Northeast Frontier Railway	64
North Western Railway	88
Southern Railway	53
South Central Railway	95
South East Central Railway	49
South Eastern Railway	23
South Western Railway	15
Western Railway	155
West Central Railway	72
Total	1263

VACANT SAFETY-RELATED POSTS

Total Sanctioned Strength, On-roll and Vacancy position on Zonal Railways as on 01.09.2019 is as under:

Sanctioned Strength	On-roll	Vacancy
1436206	1153286	282920

Sanctioned Strength, On-roll and Vacancy position on Zonal Railways in Safety Categories as on 1 September, 2019 is as under:

Zonal Railway	Sanctioned Strength	On-roll	Vacancy
Central	55077	45921	9156
East Coast	34266	27153	7113
East Central	55520	46355	9165
Eastern	70356	54937	15419
Metro	1422	1154	268
North Central	48495	32777	15718
North Eastern	26409	19683	6726
Northeast Frontier	44758	35438	9320
Northern	82274	63667	18607
North Western	32901	23685	9216
South Central	59594	50749	8845
South East Central	33726	26823	6903
South Eastern	56242	46356	9886
Southern	58446	46672	11774
South Western	25231	21030	4201
West Central	40878	34006	6872
Western	65879	52727	13152
Total	791474	629133	162341

Note: Arising and filling up of vacancies is a continuous process. Sanctioned post in all categories are more than the actual operational requirements as they include an element of Leave Reserve and Rest Giver which varies from 30% to 12.5% in safety categories.

Railway Recruitment Boards (RRBs) and Railway Recruitment Cells (RRCs) are regularly providing panels of successful candidates to Railways. During 2017-18, Two Centralized Employment Notifications (CENs) for 1,27,573 combined vacancies of various Group 'C' including Level-1 post (mainly in safety categories) were notified by RRBs. For new and future vacancies likely to arise in two years time, another five CENs covering 1,56, 138 vacancies of various Group 'C' including Level- 1 post (mainly in safety categories) have been notified in 2018-19.

Diamond Quadrilateral Bullet Train Network Project

In the Railway Budget 2014-15, it was announced to undertake planning of high speed rail connectivity on Diamond Quadrilateral network connecting major metros and growth centres of the country. Accordingly, Ministry of Railways has undertaken feasibility studies for some routes namely Delhi-Mumbai, Delhi-Kolkata, Mumbai-Chennai, Mumbai-Nagpur and Chennai-Bengaluru-Mysuru. However, being highly capital intensive, the sanction of any High Speed Rail Project depends on several factors such as technical feasibility, financial viability and availability of financing options.

Till now, Government has sanctioned Mumbai-Ahmedabad High Speed Rail (MAHSR) Project with technical and financial assistance of Government of Japan. A Special Purpose Vehicle (SPV) namely National High Speed Rail Corporation Limited (NHSRCL) has been formed to implement this project. This project is targetted for completion by the year 2023. The cost escalation compared to the cost indicated in Feasibility Study, if any, cannot be ascertained at this stage, as most of the Contract Packages are still to be finalised. As of now, the project is progressing satisfactorily.

Expansion/Renovation of Ayodhya Junction Railway Station

To improve passenger amenities at Ayodhya Junction Railway Station, a work has been sanctioned and is already in progress. The scope of work is as under:

ł Development of double storied new station building, ł Development of existing circulating area, ł Waiting lounges and retiring rooms, ł Provision of 6.10 metre wide Foot Over Bridge for passengers, ł Facilities for Divyangjans in toilets, lifts and ramps, tactile guiding path etc.

PROVIDING HYGIENIC FOOD IN RAILWAYS

It is the continuous endeavour of Indian Railways to provide quality and hygienic food to passengers along with maintaining cleanliness in Base Kitchens and Pantry Cars. To ensure this hygiene and cleanliness of base kitchens/pantry cars, following measures have been taken by Railways:

- IRCTC has upgraded 46 Kitchen Units in the last two years. To ensure centralized monitoring of the kitchen activities, CCTVs have been installed in 39 Kitchen Units. Sharing of live streaming of the Kitchen Units through website of IRCTC has been made operational.
- To ensure compliance of Food Safety Norms, Food Safety and Standards Authority of India (FSSAI) certification from Designated Food Safety Officers of each catering unit has been made mandatory. Food Safety Supervisors have been deployed at Kitchen Units to monitor food safety and hygienic practices. Food samples collected by Food Safety Officers/Supervisors are sent to the nominated accredited Laboratories under Food Safety & Standard Act for analysis and testing. Penalties are imposed in cases of detection of unsatisfactory food samples.
- Examination of hygiene and cleanliness in Pantry Cars and Kitchen Units is done through Third Party Audit. Customer satisfaction survey is also conducted through Third Party Agencies.
- Regular and surprise inspections are conducted by Railway officials including Food Safety Officers.
- Introduction of Hand Sanitizers in Rajdhani/Shatabdi/Duronto trains.
- Monitoring and supervision of catering service through operation of centralized Catering Service Monitoring Cell (CSMC) toll free number 1800-111-321, Rail Madad, Twitter handle, CPGRAMS, E-Mail and SMS based complaints redressal.

LINKING OF LOCOMOTIVES VIA ISRO SATELLITES FOR TRACKING TRAINS

A Real-time Train Information System (RTIS) is being installed on the locomotives for automatic acquisition of train movement data, including that of arrival, departure and run-through timings at the stations en route.

The control chart of trains hauled by RTIS enabled locomotives gets plotted automatically in the Control Office Application (COA) system already implemented in the control offices.

RTIS also gives mid-section location updates, including the current speed of the train, with a periodicity of 30 seconds. The Train Controllers can now track the location and speed of RTIS enabled locomotives/trains more closely, without any manual intervention, facilitating the train control functions.

The RTIS project is being executed by Centre for Railway Information System (CRIS), which is an Information Technology arm of Ministry of Railways, in collaboration with Indian Space Research Organisation (ISRO).

The installation of RTIS device in 2649 passenger and goods train locomotives has been completed till 20 November, 2019.

REVENUE FROM PASSENGER AND PARCEL SERVICE

Revenue from passenger and parcel services for the last three years i.e 2016-17, 2017-18 and 2018-19 and current year up to September, 2019 is as under:-

(₹ in Crore)

	2016-17	2017-18	2018-19	2019-20 (September /19)
Passenger	46280.46	48643.14	51066.65	26642.73
Parcel	1911.42	1749.23	1619.03	716.18

The details and routes introducing private operations of passenger services have not been finalized, so far. However, in terms of the 100 Days Action Plan of the Ministry of Railways, it has been decided to hand over two rakes of Tejas Express to Indian Railway Catering and Tourism Corporation (IRCTC) to operate on Haulage Charge principle. Accordingly, approval has been accorded to IRCTC for running two Tejas Class trains namely New Delhi-Lucknow Tejas Express and Ahmedabad-Mumbai Central Tejas Express.

Of these, 82501/82502 New Delhi-Lucknow Tejas Express has commenced its operation wef 4 October, 2019.

As regards Parcel services, Comprehensive Parcel Leasing Policy and Policy for leasing of Parcel Cargo Express Trains have been further liberalized by way of (i) delegating powers to the zonal railways for revision of reserve price even downwardly, (ii) increasing duration of contracts from 3 years to 5 and 6 years, (iii) setting lease rates with fixed escalation @10% from 4th year onward, (iv) including Bank Guarantee as mode of Security Deposit, (v) permitting leasing of Parcel Vans by Ordinary passenger trains,(vi) permitting PCET with a minimum load of 15 parcel vans for six months, (vii) withdrawing distance restriction of 300 Kms for availing loading/unloading facilities at intermediate halts/stations, etc.

Besides, a pilot project was launched to study the feasibility of using Railway's 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 nominated trains.

QUANTUM OF RAILWAY REVENUE FROM DIFFERENT SOURCES

The number of passenger traffic during the last three years is given below:

Year	No. of Passengers (in crore)
2016-17	812
2017-18	829
2018-19	844

Zone wise Passenger Earnings for the last three years is as under:-

(₹ in crore)

Zones	2016-17	2017-18	2018-19
Central	5045.29	5368.91	5732.15
Eastern	2232.32	2279.63	2350.91
East Central	2334.38	2412.87	2533.77
East Coast	1306.11	1411.34	1510.79
Northern	6321.10	6357.20	6512.04
North Central	4428.08	4755.98	4993.07
North Eastern	1500.66	1542.88	1574.45
Northeast Frontier	1155.74	1178.18	1349.02
North Western	1929.28	2004.03	2091.34
Southern	4011.80	4247.05	4482.49
South Central	4530.90	4861.18	5166.53
South Eastern	1501.60	1568.90	1664.39
South East Central	1071.28	1127.90	1158.50
South Western	1393.22	1487.79	1555.66
Western	4327.55	4541.46	4712.72
West Central	3004.41	3304.26	3477.38
Metro	186.74	193.58	201.44
TOTAL	46280.46	48643.14	51066.65

Revenue received from allocation of space for book stalls, tea stalls and other business activities is as under:

Year	Amount (₹ in Crore)
2018-19	1652.67

Waiting list passengers can cancel their tickets till 30 minutes before the scheduled departure of the train and take refund as per extant refund rules. Since the passengers can cancel the tickets on their own due to change of plan or due to non-availability of confirmed accommodation, it is not practically feasible to identify the cancellations done only on account of non-confirmation of tickets.

Use of Renewable Energy in Railways

Indian Railways has planned to source about 1000 Mega Watt (MW) Solar Power and about 200 MW of wind power progressively by 2021-22. 201 MW (98 MW solar and 103 MW wind power) has already been set up till 31 October, 2019.

OPERATION OF GOODS AND PASSENGER TRAINS BY PRIVATE SECTOR

Ministry of Railways have constituted a Group of Secretaries (GoS) with a term of one year inter-alia to permit private passenger train operators to operate trains with world class technology over Indian Railways Network. The GoS has held three meetings, so far. In regard to Goods trains, various wagon investment schemes, i.e. Automobile Freight Train Operators (AFTO) Scheme, Liberalized Wagon Investment Scheme(LWIS), Special Freight Train Operator Scheme (SFTO) and General purpose Wagon Investment Scheme (GPWIS) have been introduced for participation of private entities in wagon procurement. However, operation of these goods trains remains with Indian Railways. Participation of private sector has been allowed in construction and maintenance of Railway lines under various models of Participative Policy such as Non Govt. Railway, Joint Venture, Built Operate & Transfer, Customer Funding and Annuity. In all these schemes, responsibility of trains operation and safety certification rests with Indian Railways. However, outsourcing of certain facilities like cleaning, pay and use toilets, retiring rooms, parking, etc. is done on need based manner to improve efficiency. In case of any deficiency, the mechanism of redressal as per the contract is invoked.

STATION REDEVELOPMENT PLAN

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, especially the stations located in major cities, pilgrimage centres and important tourist destinations. The cost of station redevelopment project is to be met by leveraging commercial development of land and air space in and around the stations. The Railway stations are taken up for redevelopment based on financial viability.

Works for redevelopment of Habibganj (Madhya Pradesh) and Gandhinagar (Gujarat) stations are in progress. Ministry of Railways is redeveloping Bhubaneshwar (Odisha) Station in cooperation with Govt. of Odisha. Rail Land Development Authority (RLDA) has also entered into an MoU with Massouri Dehradun Development Authority (MDDA) for redevelopment of Dehradun (Uttarakhand) Railway Station. 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.

ILLEGAL OCCUPATION OF RAILWAY LAND

As on 31 March, 2019, out of 4.78 lakh hectare land available with Indian Railways, approximately 821.46 hectare land (0.17%) is under encroachment. The Railways do not maintain market price of land as it is governed by various factors and keeps on fluctuating. Railways carry out regular surveys for identifying encroachments and take action for their removal. If the encroachments are of temporary nature (soft encroachments) in the shape of jhuggies, jhopris and squatters, the same are removed in consultation with and the assistance of Railway Protection Force and local civil authorities. For old encroachments, where party is not amenable to persuasion, action is taken under Public Premises (Eviction of Unauthorized Occupants) Act, 1971 (PPE Act, 1971), as amended from time to time. Actual eviction of unauthorized occupants is carried out with the assistance of State Government and police. The removal of encroachments is a continuous process, as a result of which in the years 2017-18 and 2018-19, 16.68 hectares and 24 hectares of land has been retrieved respectively.

CLEANLINESS AND PRIVACY ISSUES IN NON-AC COACHES

Cleanliness is a continuous process and every endeavour is made to keep passenger carrying trains in properly maintained and clean condition.

Some of the major initiatives taken by Indian Railways towards improvement of cleanliness in non-AC coaches as well as AC coaches including the toilets are as follows:

i) Cleaning of coaches including toilets of trains is done at both ends, including mechanized cleaning.

ii) On Board Housekeeping Service (OBHS) has been provided in nearly 1090 pairs of important Mail/Express trains for cleaning of coach toilets, doorways, aisles and passenger compartments during the run of the trains.

iii) '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.

iv) 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. 39 CTS stations are operational.

v) Pest and rodent control of coaches is being done on a regular basis through authorised professional agencies.

vi) Earlier, dustbins were provided in AC Coaches only. Now, provision of dustbin is also being done in Non-AC coaches.

vii) Indian Railways is proliferating bio-toilets on its coaching stock so that no human waste is discharged from coaches on to the track.

viii) Regular checks are conducted at officers / supervisors levels, and corrective action is taken wherever any deficiency is noticed.

ix) Cleanliness drives and awareness campaigns are also carried out from time to time.

The authorised vendors of pantry car in trains having pantry car and authorised vendors in other trains without pantry car service do have legitimate access to vend in all coaches including non-AC coaches of passenger trains. Other authorised onboard staff like housekeeping, maintenance and staff providing other amenities also have access to the coaches.

Care is taken by concerned authorities of Railways to verify the antecedents of these staff. However, instances are reported wherein unauthorised vendors and other unauthorised person like ticketless travellers, males travelling in ladies coaches, able bodied person travelling in coaches reserved for disabled persons, unreserved person travelling in reserved coaches, beggars, eunuchs causing nuisance etc. are found to enter unauthorisedly in trains / unauthorised coaches. Intensive drives under different sections of Railways Act are undertaken regularly to apprehend and prosecute such unauthorised persons and fine of nearly ₹ 17 crore has been collected from such persons in the current year.

Performance of Rail Vikas Nigam Limited

Rail Vikas Nigam Limited (RVNL) was incorporated as a Public Sector Undertaking (PSU) on 24.01.2003. The company Board was formulated in March 2005. The Board of Directors comprises Chief Managing Director (CMD), 4 Functional Directors, 2 Part Time Official Directors from Ministry of Railways and 7 other Part Time Non Official Directors.

The authorized share capital of RVNL is ₹3000 crore with the paid up share capital of ₹2085.02 crore. 12.16% stake of company has been disinvested through IPO in March/April 2019 and remaining 87.84% share lies with Ministry of Railways.

RVNL has completed a total of 2932.35 km of doubling, 1783.22 km of gauge conversion, 360.01 km of new lines, 3762.07 km of pure Railway Electrification (RE), 2029.41 km RE as part of New Line (NL)/Gauge Conversion (GC)/Doubling (DL) and 42.0 km of Metropolitan Transport Project (MTP). Thus, as on 31.03.2019, 8879.65 km project length out of a total length of 17066.62 km of 174 sanctioned projects assigned to RVNL, have been completed. Total 76 projects have been fully completed.

As far as resource mobilization is concerned, RVNL has set up 6 Special Purpose Vehicles (SPVs) with total investment of ₹7442.64 crore, out of which, RVNL contribution is only ₹967.85 crore (13%) and balance amount has been arranged through equity of other stakeholders and debt from financial institutions. Out of these 6 SPVs, three SPV projects are already functional and remaining three are at various stages of progress. RVNL is also executing 5 projects under Asian Development Bank (ADB) loan of 500 million United States Dollar (USD) in various tranches.

During 2009-14, 1213 Km length (18 Km New Line, 482 Km Gauge Conversion and 713 Km Doubling) has been commissioned at an average of 243 Km per year. During 2014-19, 1818 Km length (130 Km New Line, 134 Km Gauge Conversion & 1554 Doubling) has been commissioned at an average of 364 Km per year, which is 150% of average commissioning during 2009-14 (243 Km per year).

Average annual turnover of RVNL during 2014-19 is ₹6244 crore per year, which is 332% of average turnover during 2009-14 (₹1880 crore per year).

Further, RVNL has been rated as "Excellent" for last 7 consecutive years by the Department of Public Enterprises (DPE).

भारतीय रेल Indian Railways

विक्रम संवत् 2076–2077

शक् संवत् 1941–1942



Indian Railways - In Service of the Nation

जनवरी पौष–माघ JANUARY

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

फरवरी माघ–फाल्गुन FEBRUARY

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

मार्च फाल्गुन–चैत्र MARCH

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

अप्रैल चैत्र–वैशाख APRIL

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

मई वैशाख–ज्येष्ठ MAY

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

जून ज्येष्ठ–आषाढ JUNE

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

जुलाई आषाढ–श्रावण JULY

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

अगस्त श्रावण–भाद्रपद AUGUST

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

सितम्बर भाद्रपद–आश्विन SEPTEMBER

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

अक्टूबर आश्विन–कार्तिक OCTOBER

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

नवम्बर कार्तिक–मार्गशीर्ष NOVEMBER

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

दिसम्बर मार्गशीर्ष–पौष DECEMBER

सोम/Mon	मंगल/Tue	बुध/Wed	गुरु/Thu	शुक्र/Fri	शनि/Sat	रवि/Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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Website:- www.ptcomsys.com

PROVISION OF FREE WI-FI AT RAILWAY STATIONS

Wi-Fi services are proposed to be provided at 6471 stations (i.e. all stations other than F category halt stations) over Indian Railways. 5816 stations are targeted to be provided with Wi-Fi services by March, 2020. Balance 655 stations are targeted to be provided with Wi-Fi services by March, 2021. So far this facility has been provided at 5491 stations upto 3rd December, 2019.

RailTel has signed agreement/MoU for extending Wi-Fi services with the following agencies:

M/s. Mahataa Information India Pvt. Ltd. (MIIPL) (a group company of M/s. Google).

M/s Power Grid Corporation of India Limited.

Department of Telecom under Universal Service Obligation Fund (USOF).

M/s Tata Trusts and Vijyavahini Charitable Foundation and Indian Railways.

During the month of October, 2019, a total of 15145433 (1.51 crores) unique users logged into free Wi-Fi services provided at Railway Stations of Indian Railways.

So far funds of ₹27.77 crores, have been sanctioned by DoT under Universal Service Obligation Fund (USOF) for the provision of Wi-Fi services at 200 Nos. Railway stations in rural areas. Balance stations have been completed in collaboration with other organizations under Corporate Social Responsibility (CSR)/Charity funding and under partnership with Railways.

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Cabinet Approves Transformation of Organisational Restructuring of Indian Railways

The Union Cabinet chaired by Prime Minister Narendra Modi has approved a transformational organisational restructuring of the Indian Railways. This historic reform will go a long way in achieving Government's vision of making Indian Railways the growth engine of India's vikas yatra.

The reforms include:

Unification of the existing eight Group A services of the Railways into a Central Service called Indian Railway Management Service (/RMS)

Re-organisation of Railway Board on functional lines headed by CRB with four Members and some Independent Members

The existing service of Indian Railway Medical Service (IRMS) to be consequently renamed as Indian Railway Health Service (IRHS)

Railways has an ambitious programme to modernise and provide the highest standards of safety, speed and services to the passengers with a proposed investment of Rs. 50 lakh crore over the next 12 years. This requires speed and scale, and a unified, agile organisation to work single-mindedly on this task and capable of responding to challenges. Today's reforms are in a series of reforms that have been undertaken under the present Government including merger of Rail Budget with Union Budget, delegation of powers to empower GMs and field officers, allowing competitive operators to run trains etc.

To meet next level challenges and deal with various existing difficulties there was a need to take this step. Unlike Railway systems the world over, which have been corporatized, Indian Railways is managed by the Government directly. It is organised into various departments such as Traffic, Civil, Mechanical, Electrical, Signal & Telecom, Stores, Personnel, and Accounts etc. These departments are vertically separated from top to bottom and are headed by a Secretary level officer (Member) in the Railway Board. This organization of the department runs deep down to the grassroot level of the Railways. Unification of services will end this 'departmentalism', promote smooth working of Railways, expedite decision making, create a coherent vision for organisation and promote rational decision making.

Unification of services has been recommended by various committees for reforming Railways including - the Prakash Tandon Committee (1994), Rakesh Mohan Committee (2001), Sam Pitroda Committee (2012) and Bibek Debroy Committee (2015). This reform has been undertaken with the overwhelming support and consensus of Railway officers, at a two-day conference "Parivartan Sangoshthi" held in Delhi on 7th and 8th December, 2019. To act on this sentiment, and create confidence in Railway officers that their suggestions are valued, Railway Board held an Extraordinary meeting of the Board during the conference on 8th December, 2019 itself, and recommended a number of reforms including the ones mentioned.

It is now proposed to create a unified Group A' service called "Indian Railways Management Service" (IRMS) from the next recruitment cycle. Creation of the new service will be done in consultation with DoPT and UPSC to facilitate recruitment in the next recruitment year. It will enable Railways to recruit engineers/non-engineers as per need, and offer equality of opportunity to both categories in career progression. The modalities and unification of the services will be worked out by the Ministry of Railways in consultation with DoPT with the approval of Alternate Mechanism to be appointed by Cabinet in order to ensure fairness and transparency. The process shall be completed within a year.

The newly recruited officers will come from Engineering and non-Engineering disciplines as per need and posted as per their aptitude and specialisation to allow them to specialise in one field, develop an overall perspective, and prepare them to take up general management responsibilities at senior levels. Selection for the general management positions shall be through a merit-based system.

Railway Board will no longer be organised on departmental lines, and replaced with a leaner structure organised on functional lines. It will have a Chairman, who will act as 'Chief Executive Officer (CEO)' along with 4 Members responsible for Infrastructure, Operations & Business Development, Rolling Stock and Finance respectively. The Chairman shall be the cadre controlling officer responsible for Human resources (HR) with assistance from a DG (HR). 3 Apex level posts shall be surrendered from Railway Board and all the remaining posts of the Railway Board shall be open to all officers regardless of the service to which they belonged. The Board will also have some independent Members (the number to be decided by competent authority from time to time), who will be highly distinguished professionals with deep knowledge and 30 years of experience including at the top levels in industry, finance, economics and management fields. The Independent Members will help Railway Board in setting a strategic direction. The restructured Board will start functioning after approval of the Board taking due care to ensure that officers are posted in the restructured Board or adjusted in the same pay and rank till their retirement.

Unification of the existing eight Group A services of the Railways into a Central Service called Indian Railway Management Service (IRMS)

Unification of services will end 'departmentalism, promote smooth working of Railways, expedite decision making, create a coherent vision for organisation and promote rational decision making

Railway board will no longer be organised on departmental lines, and replaced with a leaner structure organised on functional lines

Railway Board to be headed by Chairman Railway Board (CRB) who will be the Chief Executive Officer (CEO) with 4 Members and some Independent Members

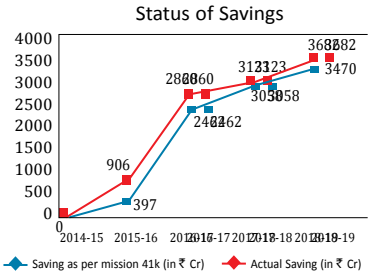
Unification of services has been recommended by various committees for reforming Railways

Reforms undertaken with overwhelming support and consensus of Railway officers, at a two-day conference "Parivartan Sangoshthi" held on 7th & 8th December, 2019

The modalities and unification of the services will be worked out in consultation with DoPT and the approval of Alternate Mechanism appointed by Cabinet in order to ensure fairness and transparency

Indian Railways Starts Procurement of Power in Punjab for Northern Railway as Deemed Licensee under Open Access

Indian Railways have been embarking upon various initiatives to reduce the cost of operations. One of the major initiative in this regard has been direct procurement of power as deemed licensee instead of consumer. "Mission 41K" document targets for saving of ₹41,000 Crore through integrated Rail Energy Management System by 2025. Railway Energy Management Company Ltd. (REMCL), a JV of Ministry of Railways and RITES Ltd., has been endeavouring to achieve this target by gradual migration from Consumer to Deemed Licensee. Deemed Licensee status enables Indian Railways to buy electricity directly from any generating company by paying wheeling charges to Central and State transmission system under open access as per The Electricity Act, 2003. In this sequence Indian Railways has commenced flow of 35 MW power in Punjab for 11 traction sub-stations w.e.f. 24 November, 2019 which will result into annual estimated saving of ₹56 Crore per annum on recurring basis. With the addition of Punjab in the portfolio of open access, Indian Railways is now taking about 1400 MW (70%) of power under open access as deemed licensee in 11 States. These efforts are resulting into annual saving of over ₹3500 Crore per annum and a total saving of over ₹12000 Crore since commencement of power under open access w.e.f. November, 2015 onwards on business as usual mode.



These initiatives will pave the way for reducing the financial burden of Indian Railways. These efforts have resulted in keeping electricity price at most economical rate on sustainable basis since 2015 on Indian Railways.

"Mission 41K" document targets for saving of ₹41,000 Cr through integrated Rail Energy Management System by 2025 Indian Railways is now taking about 1400 MW (70%) of power under open access as deemed licensee in 11 States.

Visit of Ratan P Watal, Member Secretary, EAC

Shri Ratan P Watal, Member Secretary, Economic Advisory Council to Prime Minister of India, visited Rail Wheel Factory on 2 Deember, 2019.
Shri Watal addressed Senior Officers of RWF. Shri. Rajiv Kumar Vyas, GM was also present. Discussion was focused on policies of resource efficiency, strategic unit, scrap recycling & e-waste management, along with strategic contribution of RWF in national economic growth.
Later, Shri Watal visited the wheel & axle production lines of Rail Wheel Factory. He appreciated the working of the plant. He also visited eco-zone & seen various energy saving and water conservation initiatives of the plant.



CABINET APPROVES PACT WITH GERMANY ON RAILWAYS

The Union Cabinet chaired by the Prime Minister Shri Narendra Modi was apprised of the Joint Declaration of Intent (JDI) between India and Germany regarding cooperation on strategic projects in the field of Railways. The Joint Declaration of Intent was signed last month.

Benefits

Joint Declaration of Intent (JDI) with the Federal Ministry for Economic Affairs and Energy of the Federal Republic of Germany will provide a platform to Indian Railways to interact and share the latest developments and knowledge in the field of Railways. The Joint Declaration of Intent (JDI) will facilitate exchange of information expert meetings, seminars, technical visits and implementation of jointly agreed cooperation projects.

Background

Ministry of Railways have signed Memorandums of Understanding/ Memorandums of Cooperation/ Administrative Arrangements/ Joint Declarations of Intent for technical cooperation in the rail sector with various foreign Governments and National Railways in respect of identified areas of cooperation, which inter alia, include high speed rail, speed raising of existing routes, development of world class stations, heavy haul operations and modernization of rail infrastructure etc. The MoUs/ MoCs/ AAs/ JDIs facilitate exchange of technical experts, reports and technical documents, training and seminars/ workshops focusing on specific technology areas and other interactions for knowledge sharing.

Ministry of Railways further Liberalizes General Purpose Wagon Investment Scheme (GPWIS) for Prospective Investors

Ministry of Railways has further liberalized General Purpose Wagon Investment Scheme (GPWIS) for prospective investors, on the basis of feedback received from investors and end users, by incorporating the following amendments:

End users (other than logistics service providers) also have been granted permission to load third party cargo in their rakes in empty direction. This will not only reduce the empty run of GPWIS rakes, but will also entail additional revenue to end user investors, in form of freight rebate.

Design Loan charges on General Purpose wagons have been reduced from 5% to 1%. This will significantly reduce the initial investment required for procurement of wagons.

As there was long term demand from Railway Freight Wagons Users (PSUs, Industries and other stakeholders) for better and timely availability of General Purpose Wagons (GPW) it was decided by Ministry of Railways in April 2018, to introduce a scheme for investment in General Purpose Wagons.

Since the launch of this scheme, approvals for 163 rakes have been granted and 20 rakes have already been inducted into operation. As a result of these relaxations, it is expected that the scheme will become more attractive for prospective investors.

TECHNOLOGY: HEAD ON GENERATION (HOG) - A GIANT LEAP FORWARD THROUGH AN ENVIRONMENT FRIENDLY AND ENERGY EFFICIENT TECHNOLOGY

Indian cities are struggling with air and noise pollution. The respiratory diseases are increasing at alarming rates in cities. Premium passenger trains fitted with Air-Conditioned coaches and running traditionally on the End-on-Generation (EOG) system are also contributing towards air and noise pollution. These trains are using 2 diesel power cars for feeding power to air-conditioning and lighting load in the passenger coaches which produce an unbearable noise of around 100dB. Further, these power cars guzzle on an average 3000 liters of diesel per trip per train contributing to the pollution in the cities.

Indian Railways have come up with an energy efficient and environment friendly innovative solution to address the issues of air & noise pollution and energy efficiency in running of passenger trains. An improvised converter has been developed, which is fitted in Electric locomotives which can replace these diesel generators. It uses power from overhead catenary to feed auxiliaries in the coaches hauled by Electric locomotives. It saves up to 1 Million liters of diesel per train per annum.

This requires locomotives as well as coaches to be modified for making them suitable for HOG. Locomotives have been manufactured by Chittaranjan Locomotive Works (CLW), over the years, which are HOG compliant. To harness the benefits of this high-end technology, pace of HOG conversion works of LHB coaches has been increased from April 2018 onwards. During April 2018 to 5th November, 2019, 436 trains (cumulatively over 500 trains) have been converted into HOG compliant trains. It is planned to convert balance End-On-Generation (EOG) LHB rakes into HOG system on accelerated pace to harness the benefits of energy efficient and environment friendly technology. The major advantages of HOG system include:



Over 500 trains are running with HOG scheme

There are savings to the tune of over ₹ 1100 crores per annum with conversion of 500 trains into HOG system

i. Reduction in noise- from 100dB noise to noise less,

ii. Significant reduction of CO2 (over 2500Ton) & NOX(over 10Ton) emissions till now,

iii. Reduced Diesel Consumption leading to huge savings in operational costs to the tune of over ₹1100 crore per annum,

iv. Economical- EOG Power ₹22/ unit, HOG Power ₹6/unit.

Indian Railways has travelled long way since 2010 when Chittaranjan Locomotive Works (CLW) turned out first HOG based electric loco No.30277 (WAP7) having 2X500 KVA Hotel Load Converter installed in the locomotive,which is in regular train service since then. As of now more than 550 Electric locomotives have been provided with HOG converter technology and are yielding benefits of savings on fuel bills to Indian Railways, besides being a noise less and emission less solution to the EOG variant.

All passenger Electric Locomotives being produced in Production Units of Indian Railways namely CLW, Diesel Locomotives Works (DLW) & Diesel Loco Modernization Works (DMW) and all passenger coaches manufactured in Integral Coach Factory (ICF), Rail Coach Factory (RCF) & Modern Coach Factory (MCF) are now HOG compliant.

DECISIVE STEP OF INDIAN RAILWAYS TO ECONOMIZE ELECTRICITY BILL AND REDUCE OPERATING COST

With the goal of reducing cost of electricity for traction, Indian Railways has commenced flow of additional 50 MW power (Total 100 MW) from Bhartiya Rail Bijli Company Limited (BRBCL) in the State of Bihar w.e.f. 28 November, 2019, which is expected to lead to an annual saving of ₹110 Crores per annum on recurring basis. Additional flow of 10 MW power from BRBCL has also been started in the State of Rajasthan w.e.f. 20 November, 2019 which is expected to lead to an annual saving of ₹11.50 crore per annum.

Indian Railways is taking about 1475 MW of power under open access as deemed licensee in 11 states and DVC area. These efforts are resulting into annual saving of over ₹3600 Crores per annum and since the commencement of power flow under open access w.e.f. November, 2015 on business as usual mode, it has resulted into a total saving of over ₹12400 Crores.

The Bhartiya Rail Bijli Company Limited (BRBCL) is a joint venture company of National Thermal Power Corporation (NTPC) and Ministry of Railways to produce electricity for traction purpose to Railways at a low cost. It has an equity participation of NTPC & Railways at 74% and 26% respectively. Out of four units (each unit of 250 MW), power flow from three units of this plant has already been started for Indian Railways. First unit started operation in January, 2017. The main beneficiary of this plant is Railways which is getting 90% of the power produced and balance 10% power is given to the state of Bihar.

Railways will save ` 121 crore per annum with additional flow of 50 MW power from BRBCL in State of Bihar and 10 MW in State of Rajasthan

PASSENGER AMENITIES: RAILWAYS 'RAILWIRE' WI-FI GOES LIVE IN 5500 RAILWAY STATIONS

Railways has successfully completed the work of providing free public Wi-Fi at 5500 stations across the country. Mahua Milan Railway Station of East Central Railway zone, became the 5500th station in the country to have free public Wi-Fi. This is a unique initiative as this Wi-Fi network is one of the largest Wi-Fi networks of the world. Along the journey, RailTel has roped in partners like Google, Tata Trust, PGCIL for some parts of the project and also got funding from Department of Telecom USOF for 200 stations. The Wi-Fi is being provided under the brand name of RailWire.

The month of October 2019 saw total 1.5 crores of user logins in 'RailWire' Wi-Fi services across all stations consuming 10242 TB of data. Free access to high speed Wi-Fi will help in bridging the digital divide between rural and urban India. Students using their waiting time to download study materials, vendors using the service for digital payment transactions, daily passengers using their time at stations learning new skill or surfing net- the free Wi-Fi has been a boon to these people who otherwise suffer from poor connectivity issues.

Designed to offer users the best Internet experience, RailWire Wi-Fi at Railway stations will be available to any user who has a smartphone with working mobile connection for KYC considerations. 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.

Mahua Milan Railway station, in East Central Railway, is the 5500th Station

Passenger Amenities: Mumbai Central station of Indian Railways Conferred with "Eat Right Station" Certification with 4 Stars Rating by FSSAI



To help passengers to make a healthy and right food choice, Indian Railways launched a movement "Eat Right Station" which was a part of the 'Eat Right India' movement launched in 2018 by the FSSAI. Under this movement, Mumbai Central Railway Station is the country's first "Eat Right Station" as certified by Food Safety and Standards Authority of India (FSSAI). The Railway station has been conferred with "Eat Right Station" certification with 04 Stars rating by FSSAI on 29th November 2019. Mumbai Central station has been judged on the basis of compliance of food safety and hygiene, availability of healthy diet, food handling at preparation, transhipment & retail/serving point, food waste management, promotion of local & seasonal food and creating awareness on food safety and healthy diet.

Passenger Amenities: Indian Railways Offers Various Facilities for Divyangjans to make its services more convenient and Accessible for differently-abled passengers

Encouraged by 'Accessible India Campaign' launched in 2015 by the Prime Minister, Shri Narendra Modi, Indian Railways have been providing facilities/services to Persons with Disabilities (Divyangjan) so as to enable them a barrier free transportation across the Railway network. To make its services more convenient and accessible to Divyangjans at railway stations, Indian Railways offers the following facilities for the Divyangjans.

i) Specially designed coaches known as SLRD coaches with wider entrance doors to allow a wheel chair to enter, wider aisles, modified toilet and with 4 berths, the lower two for persons with disability and upper berths for attendants have been attached in almost all Mail/express trains except Rajdhani, Shatabdi, Jan shatabdi Express trains and Duranto Express trains.

ii) Instructions have been issued that in all mail/express trains, the SLRD coaches should be treated as unreserved coaches earmarked for exclusive use of persons with disability. In case of Garib Rath express trains which are fully reserved trains, these coaches are treated as reserved for booking by Divyangjan on the prescribed certificate on payment of full fare of 3 AC class of Garib Rath Express on first come first served basis.

iii) Separate counters are earmarked at various Passenger Reservation System centres for dealing with the reservation requisitions received from Persons with Disability and Senior Citizens, if the average demand per shift is not less than 120 tickets wherever feasible. ln case there is no justification for earmarking of an exclusive counter for any of these categories of persons including handicapped persons, one or two counters depending upon the total demand are earmarked for dealing with the reservation requests for all these categories of persons.

iv) A reservation quota of four sleeper class berths and two berths in 3 AC has been earmarked in all trains running on non-suburban sections for persons with disability perfo-rming their journey on concessional ticket. The person acco-mpanying the person with disability as escort is also allotted the berth out of this quota.

v) Instructions have also been issued that in the tickets issued through PRS, to extent feasible, one lower berth should be allotted to person with disability and the person accompanying the person with disability as escort should be allotted middle/upper berth near the person with disability subject to availability of accommodation.

vi) After departure of train, if there are vacant lower berths available in the train and if any person with disability booked on the authority of concessional ticket, who has been allotted upper/middle berth, approaches for allotment of vacant lower berths, the Conductor/Train Ticket Examiner (TTE) has been authorized to allot the vacant lower berth to them after making necessary entries in the chart.

vii) The facility to book concessional e-tickets online using the photo-identity card issued by Railways has also been introduced to facilitate persons with disability.

As per Railway rules, concession in fares is admissible to four categories of Persons with Disability. The names of these four categories, and the element concession admissible, are as under:-

To make accessibility better, the following facilities are being served currently at stations:-

a) **Wheel chair on platforms:** Around 7000 wheelchairs have been provided at more than 5400 railway stations. The wheelchairs are provided by Railways and are given to

Category of person	Element of Concession		
	Single Journey Ticket	Season Ticket	
		I CLASS	II CLASS
1. Orhtopedically Handicapped/Paraplegic persons who can't travel without escort	• 75% in second, Sleeper, First class, AC chair car & AC 3- tier. • 50% in AC 2- tier and AC first classes. • 25% in 3 AC and AC chair car of Rajdhani/Shatabdi trains. • One escort is also eligible for same element of concession.	50%	50%
2. Mentally retarded persons who can't travel without escort			
3. Persons with visual impairment with total absence of sight travelling alone or with escort.			
4. Persons with Hearing and speech impairment totally (both afflictions together in the same person) travelling alone or with escort.	50% in Second, Sleeper, First classOne escort is also eligible for same element of concession.	50%	50%

attendant of the Divyangjan absolutely 'free of cost' to escort them from and to the trains. However, when attendants are not willing or available, Sahayaks can be hired on nominal rates to escort the Divyangjans.

b) In addition a scheme of Yatri Mitra sewa is also available, wherein a sahayak provided by IRCTC assists the person with disability by providing wheel chair cum porter services at major stations. The Yatri Mitra seva service can be booked on IRCTC e-ticketing website and 139 (IVRS and SMS) or through a mobile.

c) Battery operated Vehicle (BOV) vehicles are available at some stations and Powers have further been delegated to Zonal Railways for provision of BOV free of charge for person with disability through CSR route/commercial publicity route and through chargeable route.

d) In addition to above, it has been decided to provide following short term facilities for persons with disability at stations (Comprehensive instructions for passenger amenities and user facilities at stations dated 9 April, 2018):

- Provision of standard ramp with railing for barrier free entry.
- Earmarking of at least two parking lots for vehicle used by disabled persons.
- Provision of non-slippery walkway from parking lot to building.
- Provision of signage of appropriate visibility.
- Provision of at least one drinking water tap suitable for use by a disabled person.
- Provision of at least one toilet on the ground floor.
- "May I help you" booth.

e) In the long term the following facilities are being planned for persons with disability at Non-suburban Grade (NSG)1 to NSG 4 category stations:

Provision of facility for inter-platform transfer.

Engraving on edges of platforms.

f) An Executive Director level committee is also formed to frame guidelines regarding Accessibility standards over Indian Railways. ED/Station development is the convenor of the committee.

On the International Day of Persons with Disabilities, Indian Railways reaffirms its commitment to the cause of empowering of Divyangjans through the 'Accessible India Campaign'.

Specially designed coaches, concessional tickets and reservation quota are some of the facilities offered

Railway stations made more accessible by wheelchairs, battery operated vehicles and Yatri Mitra Sewa

SECURITY: RAILWAY PROTECTION FORCE (RPF) CONDUCTS ALL INDIA SPECIAL DRIVE AGAINST PERSONS TRAVELLING IN COACHES/SEATS RESERVED FOR DIVYANGJANS AND WOMEN PASSENGERS

Railway Protection Force (RPF) is pledged to render all the help/assistance to Divyangjans and women passengers for safer journey through Indian Railways.

In a bid to crackdown against the illegal occupant of Coaches/seats reserved for Differently abled persons and women passengers, Special drives on the occasion of the "International Day of Persons with Disabilities" on 3rd and 4th December, 2019 were launched all over the country by Railway Protection Force (RPF). All out efforts were made by RPF by deploying maximum number of staff for this drive.

2,844 number of drives were conducted over All Indian Railways against persons travelling in Coaches/Seats reserved for Persons with Disabilities. 3094 number of drives were conducted over All Indian Railways against unauthorized persons travelling in Coaches/Seats reserved for Women.

The total number of cases registered during these drives is 10726. A total of 12,825 persons were arrested under Section 155 of the Railways Act with realization of fine of ₹12.18 lakhs in both the drives.

The action taken by Eastern Railway (1004 cases) was the best followed by North Central Railway (596 cases) and Western Railway (576 cases) in the drive conducted against persons travelling in Coaches/Seats reserved for Persons with Disabilities. The action taken by Eastern Railway (1,407 cases) was the best followed by North Central Railway (880 cases) and Central Railway (789 cases) in the drive conducted over All Indian Railways against unauthorized persons travelling in Coaches/Seats reserved for Women.

All the zonal units of RPF have been instructed to continue such raids/drives in future to deter unauthorized persons travelling in Coaches/Seats reserved for Divyangjans and women to ensure their safer and secure journey across Indian Railways.

5938 number of drives were conducted over all Indian Railway and fine of ₹12.18 lakhs were collected in both the drives

MINISTRY OF RAILWAYS SIGNS MoU WITH UNIVERSITY OF BIRMINGHAM FOR ESTABLISHMENT OF CENTRE OF EXCELLENCE FOR NEXT GENERATION TRANSPORTATION SYSTEMS

The National Rail Transport Institute, a deemed to be university under the Ministry of Railways, signed an MoU with the University of Birmingham in Rail Bhawan, New Delhi on December 18th, 2019 to set up its first Centre of Excellence for Next Generation Transportation Systems. The MoU was signed by Mr. Vinod Kumar Yadav, Chairman, Railway Board and Chancellor of NRTI, and Professor Clive Roberts, Head of the Birmingham Centre for Railway Research and Education (BCRRE) at the University of Birmingham. Indian Railways is a founding partner of this centre and would provide proprietary data, professional expertise, spare equipment and other available resources directly or through its Centralised Training Institutes and research organisations. The centre would also invite partnerships from other industry and academic organisations as it develops in the future.

This Centre will be involved in promoting development of the Rail and Transportation sector in India which include offering post-graduate, doctoral and post-doctoral programmes, customized training programmes for in-service professionals, undertaking joint research projects in areas such as signalling, communication, asset maintenance, traction and safety and developing benchmarks, standards and certifications for specialized skills. It will also be involved in organising knowledge events, conferences, workshops to disseminate trends, latest research, global best practices and developments in the transportation sector, accessible to industry and academia.

The establishment of this centre is yet another step towards building our capacity in the transportation sector, which would prepare our youth for participating in building and operation of national projects such as High-Speed Railways, modernizing Indian Railways signalling systems, rolling stock and operations. Its pedagogy would nurture creativity and entrepreneurship among NRTI students providing them an opportunity to become best in class professionals, influential leaders, nation-builders and value driven citizens.

About the National Rail Transport Institute : The National Rail Transport Institute has been set up as a deemed to be university and has been operational since 2018. In addition to Schools and Departments in various disciplines, NRTI aims to develop interdisciplinary Centres of Excellence which would be collaborative constructs to promote research and education to the transportation sector. NRTI's strategy is focussed upon sourcing the best expertise from around the world from leading global institutions through institutional partnerships for collaborating on developing curriculum, research projects and executive education programs.Further details about the institution are available at www.nrti.edu.in

About University of Birmingham: The University of Birmingham is home to the Birmingham Centre for Railway Research and Education (BCRRE) with over 150 academics, researchers and professional services staff, delivering world-class research, education and leadership to the global rail industry. The BCRRE is the largest university-based centre for railway research and education in Europe, involved in developing world-leading new technologies alongside higher education programmes, research and innovations in Climate Change, Aerodynamics and International Benchmarking, Power Systems and Energy Use, Railway Control and Operations Simulation.

Decisive step towards capacity building in the transportation sector

ANOTHER CHANCE TO ELIGIBLE MULTIPLE DISABILITY (MD) 'DIVYANGJAN' LEVEL-1 CANDIDATES TO RECTIFY DISABILITY OPTION FOR RAILWAY JOBS

It may be recalled that Railway Recruitment Boards (RRBs) had advertised through their centralized CEN 02/18 notification for around 63000 vacant Level-1 posts in early February,2018. Consequent to the notification of the revised Divyangjan Act (RPWD Act, 2016) and orders of the Hon'ble Delhi High Court in a case filed by an organization for one of the Divyangjan categories, a corrigendum was issued on Feb 28, 2018. An extended one month window was provided to enable the Divyangjan categories included in the revised Act, including candidates with identified Multiple Disabilities (MD) to apply for the examination. Around 1.17 crore candidates including around 1.54 lakh Divyangjan appeared at the Computer based written tests. The number of vacancies reserved for Divyangjan is over 2400, with around equal number reserved for the four Disability categories of Locomotor Disability (LD), Visually Impaired (VI), Hearing Impaired (HI), and Multiple Disability (MD). MD refers to candidates having more than one Disability among the other three Categories of LD, VI and HI.

The vacant posts notified for any Zonal Railway are being filled in as per merit position among those who have opted for that zonal Railway and have secured the minimum qualifying threshold marks and qualified in the Physical Efficiency Tests (PET) conducted by the Railway Recruitment Cells (RRC) of the respective Zonal Railways. Divyangjan candidates have not only been fully exempted from PET, but have been accorded 2 marks relaxation in

minimum qualifying cut-offs as well. Their final selection, subject to Document Verification and Medical Examination, is therefore based on their merit position in the Computer Based Tests for their Disability category and Zonal Railway they had opted for.

While over 1025 Divyangjan candidates have already been finally selected and several more candidates' cases are under verification/medical examination, it has been observed that the MD category has remained mostly unfilled in all Zonal Railways. It is a fact that this Category has been included as per the revised Act fairly recently and the CEN 02/2018 is among the earliest recruitment notifications to incorporate this Disability Category. In this context, several Divyangjan candidates & groups have represented that due to unfamiliarity with the revised Categorisation and application protocol, they have filled in only Single Disability (either LD or VI or HI) option in the application form, instead of two or more of the Disabilities that they are affected with. Due to this inadvertent exercise of option, such candidates have therefore been considered only against the respective single Disability Category of LD or VI or HI as per option, and not as MD to which they actually belong.

The above representation has been considered in the Ministry of Railways, and it has been decided to allow a window period for such candidates to represent for considering them against MD Category vacancies. Accordingly, those eligible Divyangjan MD candidates who actually have more than one benchmark Disability among the three single Disability categories of LD, VI and HI but have inadvertently opted for only a single Disability Category in their application forms for the Level-1 CEN 02/2018 recruitment notification will now get another chance to be considered against unfilled MD Category vacancies of the Railway zone they had originally opted for. Such eligible Divyangjan MD candidates, who have a score of 38 or more in the written Computer Based Test (28 or more for Divyangjan of SC/ST/non-creamy layer OBC) will be able to represent to the RRC of the Zonal Railway they had opted for with proof of their belonging to MD Category. The notification and format for representation is scheduled to be available in the relevant RRC/RRB websites from 23rd December 2019 for around a fortnight. From amongst the eligible applications so received and scrutinised, shortlisting for further processing for filling up the unfilled MD vacancies will be done as per merit position. Indicative notice has already been published in newspapers for advance information of the eligible MD Category Divyangjan in this regard. Indian Railways continues to remain committed to the cause of empowerment of Divyangjan and in following all applicable laws and provisions in this regard in letter and spirit. The dispensation being adopted above is an illustrative example in this regard.

Transportation of Automobiles, Steel, Bulk Fly ash & Cement and Special Commodities were the major themes of the conference

Eligible MD Divyangjan candidates who have filled in their Disability option incorrectly while applying can now represent to the RRC of the Zonal Railway they had opted for with proof. Option to be available from 23rd December 2019 on RRC websites

Ministry of Railways organises a Third Edition of Conference on Wagon Development for New Commodities

Ministry of Railways organised a Third Edition of Conference on Wagon Development for New Commodities. The objective of the conference was to evolve innovative solutions for transportation challenges in the automobile, steel, cement, food-grain and other special commodities segments and to chart out a roadmap to exploit the market potential in freight segment for the Indian Railways. The attempt is to find workable solutions to transportation challenges pertaining to Railways by involving major stakeholders in freight operations.

Inaugurating the Conference, Member (Rolling Stock), Railway Board, Shri Rajesh Agrawal said the aim is that 45 percent of total freight movement in the country should be by rail. He said that once the Dedicated Freight Corridors become a reality, there would be substantial increase in the speed of freight movement by the Railways. He complimented RDSO for fast implementation of new designs of freight wagons. Other Members of Railway Board, senior officials from Railways, RDSO, CONCOR and Industry Representatives were present. Based on the discussion with various stake holders in the last conference, five designs were identified for wagon development. With a specific timeline and focused approach, the designing time for the wagons has reduced from one and half year to six months. Follow up to the earlier conferences also facilitated meaningful interaction between Indian Railways and stakeholders.

Integral Coach Factory produces 3000 Coaches in record 215 days

Displaying dedication and efficiency, Integral Coach Factory (ICF) of Indian Railways has produced its 3000th coach of the year in less than 9 months. This would help in meeting the growing demand for coaches. The number of working days to achieve the above figure has been reduced from 289 days in the last year to 215 days in the current year, a reduction of 25.6%. Till the year 2014, the same amount of time was being taken for the production of only 1000 coaches.



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Azad Hind Fauj (INA) of Netaji Subhash Chandra Bose and the Railways!



B.M.S. Bisht
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Azad Hind Fauj (INA) grew from Singapore where on 15 February, 1942 eighty-five thousand men of the British army in Malaya surrendered to the Japanese. Out of these sixty thousand were Indians. From among these some twenty- five thousand Indian ranks in Japanese captivity including some officers threw off their allegiance to the British and opted to join the INA, the army of "Free India" under the presidency of Subhash Chandra Bose. As the last stages of war reached, the INA troops, according to Major General Shah Nawaz Khan, entered India in early May 1944 at 'Mowdok' in Manipur on Burma border one hundred miles north of Akyab in Burma. But according to S.A. Ayer, – 'Netaji's' confidante and later his Minister of Publicity and Propaganda in the Provisional Government of Azad Hind – they crossed the border on 18 March, 1944 and planted the Indian Tricolour at 'Moirang' in 'Manipur'. Shah Nawaz Khan tells us in his story that the INA came as close as two miles short of Imphal though history tells us that the Imphal Campaign finally failed and the INA had to retreat. Whatever the proximity of the INA to Imphal there was no occasion of any use of Railways. The then Indian government did not prove to be so poor strategically as to allow the INA capture the Assam Bengal Railway whose nearest station was Manipur Road (later Dimapur) near Kohima where the actual fighting did take place between the Japanese and British Indian Army troops with clear victory to the British. The Railways were therefore never used in India as a battle effort in actual operations by the INA.

But the INA did use the Railways as a means of transport for dispatching their troops in various campaigns in 'Burma'. According to "My Memories of INA and Its Netaji"(1946) by Major General Shah Nawaz Khan of the INA – who later became Deputy Minister of Railways in Independent India:

"The advance parties of Regimental Headquarters and the two battalions viz. No 2 and 3 Battalions moved to Rangoon by the train to Mandalay on 4th and 5th February, 1944 but on the way owing to the railway bridges being blown by enemy aircraft the men had to cover considerable distances on foot... Later the INA troops from Mandalay left for Kalewa in Burma near the Indian border in parties of approximately of 300 men and performed the journey from Mandalay to Yeu in Burma by train and on foot.... From Tamu to Humine and Ukhrul in Manipur and then to Kharsom and Kohima on arrival our men hoisted the trilcolour on the lofty mountains around Kohima...."

The British former Intelligence Officer Hugh Toye in his well-known classic "Subhash Chandra Bose : The Springing Tiger" (1959) prefaces the departure of INA troops by rail with an exciting background : "Bose arrived Rangoon with the key members of his Headquarters and Cabinet on 17th January, 1944 and he discussed with the Japanese Commander-in-Chief General Kwabe the coming invasion of India, for already the Subhash Regiment was preparing to move forward. He saw his national flag planted at Imphal ,Kohima even on the banks of the Brahamputra and the people of India welcoming him with open arms... On January 24th.. he spent the whole day with the Regiment reviewing, watching it at exercises and parade, talking to his officers, exerting his magic on it in a way that he had not attempted before. These were his comrades, the men by whose means he would uphold the rights and honour of India.

"On 3rd February he bade farewell arousing them by his inspiring call:

"Blood is calling. Arise! We have no time to lose. Take up your arms ...The

According to S.A. Ayer, – 'Netaji's' confidante and later his Minister of Publicity and Propaganda in the Provisional Government of Azad Hind – they crossed the border on 18 March, 1944 and planted the Indian Tricolour at 'Moirang' in 'Manipur'.



National Flag at Moirang by INA in India

road to Delhi is the road to freedom (DELHI CHALO!)"

"The regiment left for the front during the next three days Netaji watched their trains move and he could not withhold his tears."....

"Further" during March as the 2nd and 3rd regiments of the INA prepared their progress to Imphal, he again strove by speeches, inspections and personal contacts to foster their morale and heighten confidence. The move northwards from Rangoon began in end of March. Once more there were farewell speeches... and the officers and men joined in the leave-taking as the troop trains began their long journeys from Rangoon to Mandalay.But there was less emotion ..."

Japanese troops and the INA crossed the Indian Frontier on 19th March.... On 7th April, 1944 the Imphal Campaign was being launched with his own troops were either involved in it or moving towards the front. Bose took a small headquarter to the little town of Maymyo near Mandalay. The fall of Imphal was expected in three weeks at the most.... Unfortunately it was never to be as both the Indian and Japanese troops had to retreat from Indian soil due to very adverse weather conditions and extremely poor logistics available to them in final stages.

Later Bose and his men would cover the weary marches from Rangoon into Siam (Thailand)... As the little cavalcade of twenty one vehicles reached Moulmein road early 25th April, he moved among his people attending to their food, drinking water, camouflage, caring for the weak... He covered last ten miles on foot to the Saltong River. He made three long night marches before the Japanese found enough vehicles for the whole party... Bose's personal courage, determination to share common suffering, tirelessness and leadership impressed all...

Moulmein in Siam (Thailand) was reached in May. From here after a pause half of the party left by train and the remaining half by road. The railway journey was a difficult and hazardous business as the bridges and trains were now tactical targets of British aircraft operating from airstrips in Manipur basin, nearby Kabaw valley and from air strip in extreme north- east Assam. Railfans can even now have a dekko at the distinct remains of a small airstrip and few bunkers in Digboi Refinery area in Assam. So nothing moved by day. Trains could travel only by night consequently the progress was slow. Bose would of course visit his troops at halts of troop trains at stations to look after their welfare and progress. The troop trains were bound for Bangkok. Bose reached Bangkok on 15th May and beside his troops also arranged for the reception of Indian stragglers (refugees) from BURMA because of worsening conditions of the war there...

The above descriptions of train journeys of INA troops are very sketchy from the point of view of an ardent rail fan as these do not give any idea of type of trains travelled by , their compostion, marshalling, locomotives used and the details of their time tables and crew particulars etc. Obviously this is because these narratives are by historians and not by rail historians; may be some day more descriptions of trains and the railways the INA used would be available to us by researchers All the same ,luckily I could find somewhat better idea of some of such troop trains in Peter Ward Jay's comprehensive and more balanced history of INA in his 'The Forgotten Army – India's Struggle For Independence, 1942-1945", (1994). It relates to trains at the time of final evacuation of INA personnel from Burma via Siam (Thailand) as the war neared its end in 1945. Bose was especially, very anxious about safe evacuation of INA's women personnel of its unique Rani of Jhansi regiment .Lt Janaki Devar, who was leading a party of her hundred women troops, describes one such rail journey from Moulmein, western terminus of the notorious railway which later came to be known as the Death Railway. It was on the border of Burma and Thailand. Lt Janaki notes in her diary;" We are allottted few goods wagons and are packed in like sardines. Any how it is better than marching in mud. Our train left Moulmein late at night. At one in the morning it came to a dead halt. A bridge was down, hit by American bombers..." The Rani of Jhansi troops had to detrain, put on their packs and luggage on the alternative transport of bullock carts and started foot slogging in the night. Early next morning they stopped their march and took a camouflaged shelter near a railway station. There they observed a movement of a handling of a troop train by the Japanese army. Since the day had dawned and the movements were only by night the Japanese were busy shunting and sorting out their train into piecemeal wagons and scattering them on track away over a distance trying to put the wagons (carrying their men and military material) in safe places from air attacks as they imagined best under the situation The train engine was also decoupled and sheltered under a bamboo" shed." Thereafter as soon as the dusk came the Japanese commander re-formed the train and the troops climbed overboard and the train wheezed off in comparative safety of night' s darkness. Thus by and by, the middle of May, 1945 saw Lt Janaki Devar and her woman regiment of about hundred and a total of about sixteen thousand other men troops reach Bangkok safely.... Further story of the later fate of theINA is beyond the scope of this article.

"Blood is calling. Arise! We have no time to lose. Take up your arms ...The road to Delhi is the road to freedom (DELHI CHALO!)"



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A Rose for the Young Man



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Tom Russell toyed with his case as he gazed out of the window of the train. The twenty minute ride from his hometown to London where he had joined newly as a telegrapher had been uneventful. He was familiar with the sights along the way – rolling green countryside dotted with farmhouses here and there soon gave way to the smoke and grime of London's suburbs. Towering chimneys slowly came into view spouting smoke into the morning air, followed by dismal looking warehouses with hoardings which said, "Use Bovril" or "Ashton's, Trafalgar Square", and plump women dressed in aprons hanging up clothes in the balconies of cheerless apartments.

The train takes a sudden turn at this spot and passing under a road-bridge makes it way gallantly through a cutting. And then a dash of green again, not unlike the countryside left far behind, dotted with neat little houses at intervals.

The train slowed and screeched to a halt beside a signal. Tom glanced out of the window and found himself staring straight into a lineside bungalow, a lovely old-style home with chimneys and gabled roof, with a Ford occupying a place within the compound. And then he caught sight of something that made him start. There in the midst of the portico stood a young lady. She must be twenty something, her hair was tousled, she was shabbily dressed, and using a rag she was busy cleaning a painting that lay propped against a table.

Tom's heart leaped. Wasn't it the same girl he had met at the fair a week ago? He peered at the girl crouching against the table, then putting aside his case he hastily stepped out of the carriage. With quick purposeful steps he ascended the sloping bank and stood leaning against the turnstile gate.

"Clara!" cried out Tom, "Clara! Isn't that you?" The young lady paused momentarily to glance at the voice calling over the fence and her face broke into an eager smile. She put away her rag impatiently and gathering her skirt around her hurried out to meet the man.

"Oh Tom!" cried Clara as she flew into outstretched arms. "Tom, I am sorry. I didn't turn up at the cafe that day -- I'm sorry. Mrs Gresham has been so mean lately, doesn't let me off even for a second."

She looked up at him wistfully. "Tom, did you miss me?"

The young man gazed down at the girl and squeezed her hand. "Isn't it good to be with each other again? I feared I would never get to see you again, dear," he said, hot tears spilling on to her rosy cheeks.

He had met her a week ago in a fair in the northern part of the city. Bailey's annual fair, it is called. He was sipping hot chocolate when a fair young girl came up and took a seat beside him. "Have a cuppa with me?" he offered and she had said yes. She was poorly dressed, and she was hungry he could see, so he took her over to a stall. They shared hamburgers from the same plate, they drank chocolate, and danced together in a musical stall called 'The Jukebox' where for a few shillings you could dance to music of your choice. How they laughed when they rose together high up in the sky on the ferris wheel and London below glittered like stars on a cloudless night!

At the end of it all they strolled around together. She was an orphan she had said and made a living working for a rich old lady named Mrs Gresham. And he in turn said he found her great, that he cared for her, and found her aristocratic little nose most charming, and that he would not give her up for anything in the world. And there, amidst the milling crowds and beneath a thousand glowing lights he took her hand and kissed it. "Oh Tom!" said Clara, overwhelmed with the gesture. "Tom, do you really mean it? I mean -- no one has said anything as lovely as this to me before...!"

A deep whistle blew and Tom turned to leave reluctantly. "The train's begun to move! See you again, dear!" he cried moving away swiftly. Clara looked at him longingly. Then quickly picking a rose she ran up to him and hastily pinned it to his coat.

"Meet you tomorrow at Walton's cafe!" she cried, but Tom was busy clambering on to the train. The girl stood watching the moving train. A moment later a face leaned out of the window waving to her. She stood still, watching the receding figure till it vanished in the distance.

The hours flew by like minutes as the young telegrapher sat at his desk that day tapping away the Morse he knew so well. Dot-dot-dash, dot-dash... and on he went, his fingers showing no signs of aching. Tom glanced at the rose pinned to his pocket, still fresh as ever, still fragrant as the dew of the morning. It was a gift from the loveliest girl he had known. How charming it looked, how brave and handsome! How deeply she must care for him ! It made him feel as though Clara were sitting next to him, attentive to every word he spoke, every gesture he made.

The weather cleared towards evening and when Tom left the office the sky had turned a pinkish blue hue. London Central station was crowded as always and the young man made his way through the bustling swarms of people finding a place for himself in the carriage beside a window. In a little while from now it would grow dark and stars would begin to peep out.

continued on page 57

Sardar Vallabhbhai Patel: The Ironman of India



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With the opening of the Statue of Unity, dedicated to the 'Iron Man of India', Sardar Vallabhbhai Patel, India just made its entry into the club of the tallest statues in the world.

Feel Pride

Finally, a fitting tribute to the 'Iron Man of India', Sardar Vallabhbhai Patel - The Statue of Unity. The world's tallest statue is truly a must-visit. Standing head and shoulders above the rest at a jaw-dropping 182 metres, it is nearly twice the height of the Statue of Liberty. Standing in front of this marvel of imagineering is sure to evoke feelings of awe and pride. Two lifts that go up to the Viewing Gallery at the statue's chest level yield an awe-inspiring panoramic view of the statue site. The site has been conceived of as a memorial to one of the greatest nation-builders, Sardar Patel. It was his charismatic leadership that was able to knit together the diverse parts of the nation into one unified whole. Attractions like the Museum, Audio-Visual Gallery, Sound and Light Show, Exhibition Centre, Earth Wall, Valley of Flowers Garden, among others, play on the theme of Unity in Diversity to honour the legacy of this tall stalwart

Providing a stunning backdrop to this wonder of the world is another marvel of engineering, the world's 2nd largest dam - Sardar Sarovar Dam, and its surrounding landscape. It is filled with natural riches like rolling hills and meadows, winding roads, tranquil lakes, water cascades and thick forest areas. Basically, an 'all in one nature experience' for the urban traveller. There has been numerous sightings of animals native to the region like leopards, sloth bears, crocodiles, etc. If visiting the statue site makes the pulse race, staying back to sample the beauty of its natural environs is sure to soothe the nerves. Besides the statue, there are interesting excursions around the site. The best way to experience all this is an array of exquisite tents nestling in the valleys - Tent City Narmada. Tent City Narmada consists of tents that are luxurious and well-appointed, offering a close-to nature experience with hills, lakes, wooded areas and pollution-free air. Five-star food complements the five-star accommodation. There are a choice of packages, starting from quick one-day getaways to lazy two-day escapes from the city. For week-ends, bunched holidays, occasions, educational trips, or corporate outings this is the perfect nature retreat.



Narendra Modi Dt 01/09/2019
Prime Minister Narendra Modi today expressed his happiness over the listing of the Statue of Unity in Gujarat in TIME magazine's "World's 100 Greatest Places of 2019". He said the 182-metre statue of Sardar Vallabhbhai Patel attracted 34,000 visitors in a single day recently.
"Excellent news vis-a-vis the "Statue of Unity"- it finds a spot in the @TIME 100 greatest places 2019 list. And, a few days back, a record 34,000 people visited the site in a single day. Glad that it is emerging as a popular tourist spot," PM Modi tweeted.



PRIDE OF THE WORLD'S TALLEST STATUE

PEACE OF THE ALL IN ONE NATURE EXPERIENCE

Must-See the World's Tallest Statue

The Statue of Unity is a colossal statue of Indian statesman and independence activist Sardar Vallabhbhai Patel (1875–1950), who was the first Home minister of independent India and the chief adherent of Mahatma Gandhi during the non-violent Indian Independence movement. He was highly respected for his leadership in uniting the 552 princely states of India to form the single Union of India. It is located in the state of Gujarat, India. It is the world's tallest statue with a height of 182 metres. It is located on a river island facing the Sardar Sarovar Dam on river Narmada in Kevadiya colony, 100 kilometres (62 mi) southeast of the city of Vadodara

INTERESTING FACTS ABOUT THE STATUE OF UNITY



Statue of Unity, India
182 Metres



Spring Temple Buddha, China
153 Metres



Ushiku Daibutsu, Japan
120 Metres



Christ The Redeemer
38 Metres



Statue of Liberty, USA
93 Metres



The Motherland Calls, Russia
85 Metres

and 150km from Surat. The project was first announced in 2010 and the construction of the statue started in October 2013 by Larsen & Toubro, who received the contract for ₹2,989 crore (US$420 million) from Government of Gujarat. It was designed by Indian sculptor Ram V. Sutar, and was inaugurated by Indian Prime Minister Narendra Modi on 31 October 2018, the 143rd anniversary of Patel's birth.

Features

The Statue of Unity is the world's tallest statue at 182 metres (597 ft). It rises 54 metres (177 ft) higher than the previous record holder, the Spring Temple Buddha in China's Henan province. The previous tallest statue in India was the 41 m (135 ft) statue of Hanuman at the Paritala Anjaneya Temple near Vijayawada in the state of Andhra Pradesh. The statue can be seen within a 7 km (4.3 mi) radius. The monument is constructed on a river island named Sadhu Bet, 3.2 km (2.0 mi) away from and facing the Narmada Dam downstream. The statue and its surroundings occupy more than 2 hectares (4.9 acres), and are surrounded by a 12 km (7.5 mi) long artificial lake formed by the Garudeshwar weir downstream on the Narmada river. The statue is divided into five zones of which only three are accessible to the public. From its base to the level of Patel's shins is the first zone which has three levels and includes an exhibition area, mezzanine and roof. Zone 1 contains a memorial garden and a museum. The second zone reaches up to Patel's thighs, while the third extends up to the viewing gallery at 153 metres. Zone 4 is the maintenance area while the final zone comprises the head and shoulders of the statue.

Must-Visit the World's Second Largest Dam

Sardar Sarovar Dam, located on the Narmada River in Gujarat, is the world's second largest dam in terms of size and volume < It has the largest water carrying capacity of 40,000 cusecs < Rising to a height of 138 meters, the Dam has the longest canal network in the world < Hydroelectricity generation capacity of 1450 mega watts < Key attraction for tourists and engineers for its marvellous viewpoints and engineering technology

Must-Stay Tent City Narmada

Accommodation in Premium / Deluxe AC Tents and Standard Non-AC Tents < Visit to Statue of Unity and Sardar Sarovar Dam < Sightseeing Tour to historic Shoolpaneshwar Temple and

majestic Rajvant Palace, Rajpipla. Shopping and cultural evenings < Selfie Point for perfect photos with Statue of Unity Delicious regional, Indian and continental cuisines by Courtyard by Marriott < Hiking tour to explore ecotourism sites.

How to reach Statue of unity

It is located far from the major city, due to that it does not have direct Rail and Air connectivity. Still you can reach there by following options

Option 1 – By Government Buses

Recently GSRTC (Gujarat State Road Transport Services) operated buses To and From Statue of Unity from Ahmedabad, Vadodara, Dabhoi, Surat, Rajpipla and Ankleshwar.

Other Option is – Nearest towns are Kevadiya Colony (2 kms), Rajpipla (25 kms) so take bus to Kevadiya or Rajpipla (as it has more frequency). From Rajpipla, you can hire rickshaw/car on sharing basis or you can get bus to Kevadiya colony every 1.5 hrs.

25 km from Rajpipla, 93 km from Bharuch, 90 km from Vadodara, 197 km from Ahmedabad, 154 km from Surat.

I personally suggest to use personal vehicle or hire cab because it has many things to see around so it's comfortable to have hired or owned vehicle.

 # The height of the tallest statue is 182 metres to match the number of seats, 182, in Gujarat Legislative Assembly.

 # The outer structure uses 1700 tonnes bronze plates, 1850 tonnes bronze cladding which comprises 565 macro and 6000 micro panels.

#The Statue of Unity is equipped to withstand winds of 130 kilometre per hour velocity and earthquake measuring 6.5 on Richter scale.

 # The concrete towers that make up the statue's legs have two elevators each that can carry 26 people at once to the viewing gallery in all of 30 seconds.

 # The viewing gallery at 153 metres can accommodate up to 200 people in one go offering great sweeping views of the dam and its surroundings.

 # The complex has a separate selfie zone for the lovers of social media.

 # About 5700 metric ton of structural steel and reinforcement bars of 18500 metric ton were used in the construction of Statue of Unity.

 # The Statue of Unity is billed to generate over 15,000 direct jobs for the local tribal folks every year.

 # Larsen & Tubro has a 25-year contract to handle daily operations and Maintenance of the structure.

Statue of Unity cost of construction, :Funded partly by the State and the Central government through the Sardar Vallabhbhai Patel Rashtriya Ekta Trust, the Sardar Patel statue cost a staggering INR 2,989 crore (407 million US dollars).

continued from page 54

A Rose for the Young Man

It reminded him of that starry night when he and his newfound friend had soared high up in the sky on the giant wheel. What should he get for her as a present? A teddy bear, or maybe a straw hat?

Tom reclined on his seat looking forward to the arrival of a new day when a gentle pat on his shoulder aroused him. It was Desmond, an old friend, standing beside the window. A short, stockily built man, Desmond possessed an ever smiling face, a balding head and enormous whiskers. He was quick to notice the rose on Tom's pocket.

"That's a fine rose, Tom. But what's it doing up there?"

"Oh well..." the young man flushed with pleasure as he spoke.

"Yes?"

"Oh, it was given to me by a friend -- by Clara."

There was a brief pause as a wheelbarrow rumbled by.

Desmond considered the rose carefully. "That's the girl you met at the fair, didn't you? Did you meet her lately?"

Tom recounted the morning's occurrence with a feeling of elation. "She's as sweet as a lark," he finished. "And she's lovelier than this rose. I could spend a lifetime gazing at her."

A whistle blew and the train began to glide. Desmond walked alongside beaming happily. "That's great !" he said. "I should like to meet your friend some day. Where does she live, by the way?"

But Tom wasn't listening, for across the seat sat a man reading the evening newspaper, and in the corner of the page was a bit of news which read : "Girl Run Over... In a ghastly incident a young housemaid, Clara Williams by name, working at Gresham Lodge in north London was run over by a motor lorry this afternoon..."

Tom was in a daze as the train pulled out of the station. His mind felt empty, he didn't know how to piece things together. And yet he knew the words he saw on the printed page must be true. He looked out of the window sullenly. Towering buildings and offices came into view, and passed by as they always did. Tiresome warehouses and factory chimneys shot out of nowhere and soon slipped by. But there was a row of neat little houses by the lineside that was hastening on to meet the young man seated in the train. Ah, there it was, the house with a pink gabled roof and a Ford parked beside. Tom peered at the home and caught a glimpse of a painting propped against a table, but there was no one in sight this time. Would the train halt again for him? Tom stole a glance at the pretty turnstile gate before it passed out of view, then clutched at the rose longingly as the train hurtled on.

Good Old Memories



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When I go back to my old memories at this 80 years of age, I am really strange to the changes during the last few years. I would like to share my experience which were commonly used in those days while travelling, one of them, the "Good Old Holdall" which you don't see it today. 50 years back, it was a necessary and every family had one. An overnight journey, particularly in winter months was incomplete, if the holdallwas not there, we could carry our गद्दा, रजाई, तकिया and had a good night sleep. Your bedding for the journey apart the holdall could really hold all. The man who coined the word holdall was a great. You could carry shoes, chappals & heavy clothings & what all in the hold all. Coolis carrying a trunk with a holdall on top of it was a common sight at the Railway Stations. The holdall made by convas with straps of crome plated metallic buckels were available in wholesale shops in Azad Market.

It is only when AC Coaches were introduced in trains & my folks realized the need to travel light that the holdalls lost significance for us like I suppose in respect of most of you. With a space of time how & when they were disappeared I done recollect now.

I air holdall at least twice in a year, while going on camps, like St. John Ambulance camps, NCC camps once in a year & again on pleasure trip on my privilege pass. The holdall gave me yeoman's service wherever I travelled. True to its name it holds in it a lot of my memories and I am convinced that all of you who have used a holdall, the very thought of it would inspire nostalgia too. The present generation even have not heard the name of holdall.

The second thing which has vanished is 'Tanga' टांगा. During the sixtees & seventees, the tanga was a common sight in Delhi & even major cities of India. In Bombay it was called "Victoria" (having four wheels) and hand pulled rikshaws in Calcutta, and in those days many films have also been picturized on them. It was a popular mode of conveyance because of the fun that it offered and also because it was relatively cheap & outside the Railway Station, they were to be seen in large numbers.

A typical part of the tanga was a place below the rear seat where invariably some lay or grass was stacked for the horse. Those days most people carried a sanduk or baksa while going on a train journey. The space was used to place the trunks, if the trunk was big & could not fit the space it was placed in the little space of your feet & you had to enjoy your ride on the tanga legs up resting on the trunks.

After striking a deal, when you boarded a tanga, it would move slowly. The tangewala would manoeuvre it intelligently through the crowd with continuous "एहक...एहक... एहक... " (Sorry, the way you pronounce it cannot be reduced to writing). Gradually, the horse would start trotting and a little whack on its bums would impel it to move faster still.

The tangewala was a man of great magnitude and always in control of himself. His temper, mood and composure manifested in his language. His deportments and stances changed with proximity, but his assertiveness remained unchanged. A little before any person or rikshaw ahead, he would yell rather stridently, "हट जा .... हट जा". As he neared, he would calm down and say loudly, हट जाओ .... हट जाओ. And if he came close to them and was not given the right of way, he would implore, भैया, हट जाइये, बाबूजी जाइये he knew exactly what he sought. It was indeed an impressive sight to see a tanga move on the road, and the thrill that you got sitting on it particularly if you happened to be accommodated next to the tangawala.

The tanga and the tangewala were a culture and institution by itself in the history of India's cities. Today, you don't get to see a tanga outside the railway station or elsewhere. Instead taxis, tempos, autos and e-rikshaws have taken its place. But for those who have experienced the pleasure of sitting on a tanga, they will remember the majestic two-wheeled, horse – drawn carriage for the most fascinating rides of their lives. Gone are the days to where we the most of us remember even today.

CENTRAL RAILWAY: RS 3.5 LAKH COLLECTED DURING 'OPERATION SURUCHI' DRIVE AGAINST UNAUTHORISED HAWKING AND VENDING ON CR

Central Railways Crime Investigation Branch of Railway Protection Force launched a special relentless drive "Operation Suruchi" from 3.12.2019 against unauthorised hawking and vending in trains and at stations. During the drive in all 835 cases were registered arresting 835 persons till 10.12.2019. A fine of ₹3,51,035/- was collected from these unauthorised vendors and 2 persons were sent to jail.

At Divisional level separate teams were deployed and these drives will continue till the menace of unauthorised hawking/vending is eliminated from the railways. Frequent announcements were made through PA (Public Address) system to make aware the passengers about the harms and consuming unhygienic food items purchased from unauthorised hawkers/vendors.

To prevent and control the menace of unauthorised vending, Passengers were appealed to inform TTEs, AC attendants, pantry staff, stall owners/ operators etc. whenever they notice any unauthorised hawker/vendor. Other Railway staff also advised to bring to the notice of Commercial / RPF staff about any unauthorised hawking / vending in trains and at stations for immediate action.

General Manager Awards Winners of All India Inter-Railway Cultural Competition-Music 2019

Shri Sanjeev Mittal, General Manager, Central Railway and Smt Relly Mittal, President, Central Railway Women's Welfare Organisation (CRWWO) gave away awards to winners of the All India Inter Railway Cultural Competition -Music 2019 at the concluding function held at the Chhatrapati Shivaji Maharaj Terminus auditorium on 12 December, 2019. As many as 160 artistes from all Zones and Production Units of Indian Railways participated in the 3-day event.





There were 4 different categories of events namely Vocal Competition - Classical and Light & Instrumental competition - Classical and Light.

Chittaranjan Locomotive Works bagged the first prize in Classical Vocal and Rail Coach Factory bagged the first prize in the Light Vocal category. South East Central Railway bagged the first prize in Classical Instrumental and Diesel Locomotive Works bagged the first prize in the Light Instrumental category. South East Central Railway won the trophy for Best Overall performance. A special award was given to Southern Railway and East Coast Railway for excellent performance in Carnatic Classical Vocal and Classical Instrumental respectively.

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

121st ZRUCC MEETING OF CENTRAL RAILWAY



Shri Sanjeev Mittal, General Manager, Central Railway chaired the 121st Zonal Railways Users' Consultative Committee (ZRUCC) Meeting at Chhatrapati Shivaji Maharaj Terminus, Mumbai, along with other principal heads of departments of Central Railway were present on the occasion. Members of the ZRUCC discussed various rail related issues in this meeting.

EASTERN RAILWAY: EASTERN RAILWAY ORGANISED SEMINAR ON OPEN ACCESS AND CAPACITY BUILDING MEASURES DURING ENERGY CONSERVATION WEEK

Eastern Railway organized a seminar on Open Access and Capacity Building Measures on Power with the help of Railway Energy Management Company Ltd (REMCL) and Power Trading Corporation India Ltd on 13 December, 2019. This seminar was organized to improve the knowledge of field officials and understanding the intricacies of various processes and procedure of open access. Shri Suneet Sharma, General Manager, Eastern & Metro Railway; Shri S. S. Gehlot, Additional General Manager, Eastern Railway; Shri C S Jeengar, Principal Chief Electrical Engineer (PCEE), Eastern Railway; Shri RajanSaxena, OSD, BRBCL; Shri Vasudev Panda, PCEE, E.Co. Railway; Shri Ram Prakash, PCEE, CLW; Shri Alok Mathur, GGM, REMCL addressed the Seminar. Senior officials from Eastern, South Eastern, East Central, South East Central, North Eastern, North Frontier, East Coast, CLW, Metro Railway participated in the seminar.

Railway is the largest single user of energy in India. At present, Indian Railways energy expenses, both on Diesel and Electricity is Rs. 33,000 Crores per year, which is 22% of its running expenses i.e. highest after



establishment expenditure to its employees.

Indian Railways has an ambitious Mission of saving Rs. 41,000 Crores in its energy expenses for the period 2015-2025 through Integrated Rail Energy Management System, through setting up of 1000 megawatt Solar plants, 200 megawatts wind energy plants, 100% Railway Electrification of its track, introducing Regenerative features in its Three Phase Electric Locos and EMU/MEMU trains, Head on Generation (HOG) in Electric locos to feed lighting and air-conditioning system in trains, 100% LED lights at Stations/Service buildings and staff quarters, use of 5% Bio-diesel with Diesel in Locos, Energy audits at consumption points, etc.

Eastern Railway signed a Power Purchase Agreement of 16 Million Watts (16 MW) Rooftop Solar power plants on its unused rooftops at Station platforms and service buildings with M/s Sherisha Solar, Chennai on RESCO model without any Capital and Operation and Maintenance expenses for next 25 years to Railways. Besides green, clean & Renewable energy, it will effect saving of nearly Rs. 7 Crores per year and about Rs. 200 Crores in revenue expenditure to Eastern Railway.

ECOR ORGANISED ZONAL RAIL USERS' CONSULTATIVE COMMITTEE (ZRUCC) MEETING



The members of ZRUCC along with General Manager, E.Co. Railway and other officers

The meeting of Zonal Rail Users' Consultative Committee (ZRUCC) was held on 20th December, 2019 at Rail Sadan, Chandrasekharpur, Bhubaneswar under the Chairmanship of Shri Vidya Bhushan, General Manager, East Coast Railway. Many distinguished members of ZRUCC including representatives of different Chambers of Commerce & Industry, PSUs, representatives of Passenger Associations, Consumer Associations, State Governments and other groups attended this meeting and presented their valuable opinions and suggestions.

Issues related to Passenger Amenities & services, public demands and other developmental activities, installation of Passenger Reservation System, Extension of trains, etc. were discussed during the meeting. ZRUCC members present in the meeting are – MLA/Odisha Shri Ananta Narayan Jena, Shri P. K. Lingeswar Rao, N. Gajapathi Rao, G. Bhakta Sairam, A.S.R.K.Ravi Babji, Raja Mishra, Wipin Kumar Bhatia, Rashid Aslam, Durga Dutta Das, Prasant Patra, Anil Kumar Jain and Shri Govind Agarwal. Principal heads of the Departments of East Coast Railway including Addl. General Manager Shri Sudhir Kumar and Sr. DGM Shri H. K. Dutta were present in the meeting. Shri Ashoka Kumar Mishra, Secretary, ZRUCC and Dy. General Manager, ECoR co-ordinated the meeting.

UNRESERVED TRAIN TICKET BOOKING THROUGH MOBILE PHONE

Apart from booking of reserved train tickets in online process, Railways have provided digital platform to book unreserved tickets through mobile App "UTS on Mobile" since last year. UTS on Mobile App provided to enable paperless ticketing of Unreserved Tickets for the passengers.

Now passengers prefer to book unreserved train tickets through their Mobile Phone by using Unreserved Ticketing System (UTS) App for their journey without standing at the Booking Counter in a queue. After implementation of this App, the Unreserved Ticket Booking in East Coast Railway jurisdiction has set a margin.

During the year up to 17th December, 2019 of the calendar year, the unreserved ticket booking through mobile phone in East Coast Railway jurisdiction has gone up to 9 lakhs 62 thousands and 319 which is 315% more than the last year. Up to 31st December, 2018; the unreserved ticket booking through mobile phone was only 3 lakhs 5 thousand and 510. Till 17th December of this year, unreserved ticket booking through mobile phone in Khurda Road Division is 5, 26, 377 numbers of passengers; in Waltair Division is 3, 68, 713 passengers and in Sambalpur Division is 67,230 number of passengers. In 2018, UTS Tickets booked through Mobile Phone in Khurda Road Division was 1, 63, 994 numbers; Waltair Division 1, 24, 955 numbers and in Sambalpur Division was 16, 561 passengers.

> Booking of UTS tickets from Mobile Phone increased 315 % in ECoR
>
> More than 9 lakhs 60 thousand tickets booked till mid December of this year

UTS on Mobile App is officially owned by Indian Railways. If we look at the above figure, number of passengers are booking unreserved train tickets through UTS Mobile App and this figure is still growing due to continuous awareness by Railways through different media. UTS train tickets can be booked between 20 meters and 5 Kms radius from the Boarding Station and passengers can book tickets from the originating Stations to any destination Station over Indian Railways except Konkan Railway. East Coast Railway urges passengers to book unreserved train tickets through their mobile phone to avoid rush and long queue in Booking Counters.

NORTHERN RAILWAY: INAUGURATION OF IP BASED VIDEO SURVEILLANCE SYSTEM AT GURGAON RAILWAY STATION

Shri T.P Singh, GM/Northern Railway, inaugurated the Internet Protocol (IP) based Video Surveillance System (VSS) at Gurgaon Railway station provided by RailTel on 13th December, 2019. IP based close circuit television cameras ("CCTV cameras") have been installed in the railway station premises for keeping tab of all the activities at station premises 24X7.

Gurgaon is a class 'A' station of Delhi Division in Northern Railway. The VSS system installed here comprises of 30 Full HD Cameras. Out of these, 26 are bullet types of which 4nos. are of 4K resolution used at entry and exit of the station. 3 cameras are of dome type for platforms, FOBs etc. The last one is PTZ (Pan Tilt and Zoom) type which has been installed at the parking area.

CCTV camera live feeds are displayed on multiple screen at the Railway Protection Force (RPF) control room for monitoring. Soon, all CCTV cameras provided in this railway station premises will be networked on optical fiber cable and the video feed of the CCTV cameras will be brought to a centralized CCTV control room from where the video feeds will be viewed on multiple LCD monitors by RPF personnel, enhancing the security and safety of the passengers tremendously. Apart from this, the station also has a state of art Wi-Fi facility with 12 access points provided by RailTel.

Railway Board has entrusted RailTel with the work of providing IP based VSS with video analytics and facial recognition system at all the railway stations, premium and EMU coaches. RailTel will provide Video Surveillance System to stations of A1, A, B, C, D and E category, coaches of premium trains and suburban EMU coaches.

Talking about the project of providing Video Surveillance System, Shri Puneet Chawla, Chairman and Managing Director, RailTel said 'We have started the work of providing



VSS at Railway stations. Currently, in the first phase, we are working on 200 stations out of which 30 stations have already been completed. The service will be expanded to other stations soon.'

Northern Railway Bags 78th All India Railway Hockey Championship for Men 2019-20



The winning Northern Rilway Team

NORTH CENTRAL RAILWAY: RAILWAYMEN FELICITATED FOR OUTSTANDING PERFORMANCE TOWARDS

On 3rd December, 2019 Shri Rajiv Chaudhry, General Manager, North Central Railway awarded 24 railway staff outstanding contribution to safety in train operations. The awardees are - Shri Rao Virendra Singh, Loco Pilot/Allahabad. Shri Ajeet Kumar, Asst.Loco Pilot/Allahabad. Shri Ajay Pal, Station Master/Sikandarpur. Shri Nagendra Prasad, Technician/Chheoki. Shri Shiv Lal, Pointsman/Prempur. Shri Sharda Prasad, Pointsman/ Kanpur Central. Shri Kapil Katiyar,



Shri Rajiv Chaudhary rewarded the railwaymen who made significant contributions for safety in train operation

Guard/Kanpur. Shri Kamlesh Kumar, Pointsman/Aung. Shri Rajendra Kumar Nirkhupa, Station Master/Hathras. Shri Nibhay Kumar, Station Master/Phaphund. Shri A.K. Goyal, Chief Loco Inspector/Kanpur. Shri Ajay Jha, Loco Pilot/Kanpur. Shri Mohd Hashim Husain, Asst. Loco Pilot/Kanpur. Shri Aslam Khan Abbasi, Station Master/Makhanpur. Shri Hari Om, Pointsman/Daud Khan. Shri Sanjay Kumar Bharti, Station Master/Phaphund. Shri Ram Sajeevan, Keeman/Naini. Shri Bharat Singh, Sr. Section Engineer/Carriage & Vegan/Jhansi. Shri R.N. Anuragi, Loco Pilot Maalgadi. Shri Neeraj Jha, Assitt. Loco Pilot. Shri Chhotey Lal, Track maintenor-III. Shri Arjun Singh, Trackmaintenor-IV. Shri Chhotak, Technician-I (C & W) /Agra

NORTH CENTRAL RAILWAY INVITED IDEAS FROM ADVERTISERS AND REPRESENTATIVES FROM INDUSTRIES TO INCREASE NON-FARE REVENUE

An interactive session to increase earning from non-fare sources chaired by Shri Rajiv Chaudhary, General Manager, North Central Railway was held on 28 November, 2019 at Subedarganj. A Power Point presentation was made by CCMPS Shri S.P. Verma. Besides popular non-fare revenue sources like commercial publicity, parking, catering/vending, STD/PCO etc. following new schemes for NFR are launched by Indian Railways in recent times.



Shri Rajiv Chaudhary addressing the interactive session

- **Out of home :** Non-fare revenue source which allows monetization of railway assets outside station area for advertising or other commercial uses.
- **RDN :** Use of digital media platform for running commercials besides sharing important information related to railways as well as other those of public interest.
- **New innovative NFR idea scheme :** This concept allows divisions to award work to the party coming with unique and innovative idea to encourage development of new concepts.
- **Unsolicited proposal :** Any non-fare revenue concept which is not covered under existing guidelines can be examined and considered under this concept.

This detailed presentation was aimed to tap full potential of NFR which is tapped at ₹18,000 crores for entire Indian Railways. Post presentation open discussion was held with representatives of various firms wherein many new ideas and futures prospects came up while it was also decided that practical difficulties being faced by advertisers etc. shall be resolved on priority basis. PCCM Shri M.N. Ojha assured that commercial branch at divisional and headquarter level is single touch point for our partners from advertising & industry to resolve all issues on real time basis. During the discussion, advertisers also requested for provision of platform on NCR website where industries can lodge their request for product or service advertising with railways, GM Shri Chaudhry assured that it will be done on priority basis.

NORTH EASTERN RAILWAY: "THREE PHASE VIDYUT LOCO DOSH NIVARAN NIRDESHIKA" RELEASED

Shri Rajiv Agrawal, General Manager, North Eastern Railway, during a meeting organized on 3rd December, 2019 in G.M.'s conference hall, Gorakhpur regarding punctuality of trains released the newly published booklet titled "Three Phase Vidyut Loco Dosh Nivaran Nirdeshika" brought out by Electrical department. Shri Rajiv Agrawal said that owing to electrification at a large scale on North Eastern Railway, there has been a



tremendous increase in the movement of passenger and goods trains on electric traction. In the changed scenario this booklet would be very helpful in guiding the concerned staff for diagnosis of electric loco defects. It is worth- mentioning that this booklet deals with, in detail, three phase electrical loco defects, latest technical information, location of equipments in bogies, undeframes and brake system. This hand-book also indicates the ways to handle the defects and take remedial measures. All the Heads of the departments were present on the occasion.

NORTH EASTERN RAILWAY CLINCHES THE TITLE OF "51ST ALL INDIAN RAILWAYS WOMEN CROSS COUNTRY CHAMPIONSHIP"



The team of North Eastern Railway bagged the title of "51st All Indian Railways Women Cross Country Championship" held in Udaipur, Rajsthan on December 7, 2019. This glorious achievement became a reality on account of superb performance of sprinters Dimple Singh, Manju Yadav, Monika Yadav and Rekha Patel. About 200 players of different zonal railways and production units of Indian Railways participated in the event. Central Railway, Mumbai and South Western Railway, Hubali secured second and third place respectively. It is for the first time in its history of forty years that team of women racers has brought laurels for North Eastern Railway by securing first place. Shri Vinod Kumar Pokharial was the chief coach and Shri Vinod Kumar Singh & Shri Jawahar Prasad were coach of this team. Shri Rajiv Agrawal, Patron of North Eastern Railway Sports Association (NERSA) and General Manager, North Eastern Railway, Shri Amit Kumar Agrawal, Additional General Manager, Shri Sudhanshu Sharma, President NERSA, Shri Sanjay Kumar Mishra, Vice President, Shri P.K.Agrawal, General Secretary, Shri Sanjay Yadav, Joint General Secretary, Shri Pankaj Kumar Singh, Kabbadi Secretary, Shri J.P.Singh, Wrestling Secretary, Shri V.K.Singh, Athletics Secreatary, Shri Amit Kumar Shrivastava, Cross Country Secretary, Shri Chandra Vijay Singh, Assistant Sports Officer and other office bearers of NERSA and Sports person have hailed this achievement and congratulated the participants for their exemplary performance.

PLAYERS OF NORTH EASTERN RAILWAY OUTSHINE AT SOUTH ASIAN GAMES





The players of North Eastern Railway out- performed at South Asian Games (formerly known as South Asian Federation Games (SAIF) held in Kathmandu and Pokhara in Nepal from December 1 to 10,2019. Indian teams in various disciplines ended its campaign with bestever medal tally. India continued its dominance by finishing at the top for the thirteenth time in a row. This is biennial multi-sports event wherein teams from eight South Asian (SAARC) countries participated.

The sports persons from North Eastern Railway, a part of team India, performed exceedingly well and bagged numerous medals. North Eastern Railway Sports Association (NERSA) is proud of its athletes who have not only represented the railways, but the nation as well in South Asian Games and earned laurels. In events like Hand Ball (Women), Hand Ball(Men), Kabbadi (Men), Weight lifting (Women) and 1500 meters race players of North Eastern Railway performed superbly.

Four players of North Eastern Railway Manjula Pathak, Jyoti Shukla, Babita and Neena Shil represented Handball(women) team which bagged gold medal. Like-wise Sunil and Pravesh represented Kabaddi (Men) team which also clinched gold medal. Similarly Ajay saroj of North Eastern Railway won gold medal in 1500 metres race. In weight lifting (Women) Shristi Singh got gold medal. Sonbir, Naveen Singh, Happy and Naveen Malik were part of Handball team(Men) which bagged silver medal.







NORTHEAST FRONTIER RAILWAY : REVIEW MEETING ON DHR HELD BETWEEN NFR AND UNESCO



A review meeting on the various activities that are going on in DHR to preserve its heritage status was held at Maligaon on 9 December, 2019. The meeting was attended by UNESCO officials Dr. Michael Pearson, expert from International Council on Monuments and Sites (ICOMOS), Australia and Mrs. Nao Hayashi from UNESCO World Heritage Centre, Paris. While from NFR Shri Sanjive Roy, GM/NFR, Shri R.K. Verma, Divisional Railway Manager / Katihar / N.F. Railway, and others senior officials were present. Before the meeting the officials from UNESCO visited the DHR on 7th and 8th December and held discussion with various stake holders there to assess and assist in managing the Heritage Management of DHR. Review was also held on illegal construction alongside railway track. It may be mentioned here that total 6 eviction drives were launched since January, 2017. Eviction was done against unauthorised construction after surveillance of the property.Discussion was also held on various ongoing projects which are going on for heritage preservation, restoration and conservation of the DHR property. It may be mentioned here that various preservation & conservation works worth more than ₹15 crs are being done by NFR in DHR.

FOUR RAILWAY STAFFS AWARDED BY GM/NFR FOR EXCEPTIONAL ALERTNESS DURING DUTY

Four Railway staffs from various divisions of N.F. Railway, who showed exceptional devotion & alertness, while performing their duties during the month of October, 2019 were awarded during a function held at Maligaon on 29th November, 2019. The recipients of the award were Shri Pranab Das, Track Maintainer/Rangapara and Shri Dipak Ch. Nath, Pointsman/Kendukona under Rangiya Division; Shri Mriganka Shekhar Saikia, Sr. Section Engineer (P-Way) Naojan under Lumding Division and Shri Nandjee Kumar, Driver / Goods / Mariani under Tinsukia Division.



Shri Radhe Raman, AGM/NFR felicitating the staffs during award distribution function held at Maligaon on 29th November, 2019

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NORTH WESTERN RAILWAY : ENERGY CONSERVATION WEEK WAS CELEBRATED OVER NWR

Energy Conservation Week was celebrated by Electrical Department of North Western Railway (NWR) from 09 to 14 December 2019, during which exhibitions, seminars, essays and drawing competitions were organized on energy conservation at NWR HQ office and Divisions & Workshops. A seminar on energy conservation was also organized at NWR headquarters on 16.12.19, which was chaired by General Manager Shri Anand Prakash. Principal Chief Electrical Engineer Shri Brajesh Gupta, PHODs and other officers and employees were present. NWR Officers in-charge from electrical department of divisions and workshops participated with their presentation.

On this occasion, General Manager Shri Anand Prakash laid emphasis on adopting new technology in energy conservation and installing more and more Solar panels at all stations / service buildings. He appreciated North Western Railway for the awards given on Rajasthan Energy Conservation and hoped that in future the North Western Railway will perform even better.



NWR receives 5 Rajasthan Energy Conservation Awards

Principal Chief Electrical Engineer Shri Brajesh Gupta gave details of the works being done under energy conservation over North Western Railway and requested everyone to make meaningful efforts for it. He informed that this year 05 Rajasthan Energy Conservation Awards have been presented to NWR, the details of these are as follows: Jodhpur station got first prize in station building category and second prize was given to Gandhi Nagar Jaipur station and NWR HQ building received first prize in the office building category. The Ajmer and Bikaner workshops have been awarded appreciation letter in the workshops category. These awards were given by State of Rajasthan to North Western Railway on 14.12.2019. At present, 6814 kWp capacity solar power plants have been installed on North Western Railway and works for installing solar power plants of 8680 kWp capacity are in progress by March 2020. At the end of the week, a seminar on energy conservation was organized at NWR HQ wherein PHODs of other departments also expressed their views.

MEGA HEALTH CHECK-UP CAMP ORGANIZED ON NORTH WESTERN RAILWAY

The Mega Health Check-up Camp was organized on 29 November, 2019 at the North Western Railway Headquarters and Divisions, in which the Railway Officers / Employees got health check-ups done.

The camp, organised by Medical department of NWR, was inaugurated by Shri Anand Prakash, General Manager/ North Western Railway.

On the occasion of mega medical check-up camp organized for railway employees working at NWR headquarters, Shri Anand Prakash said that all railwaymen should remain alert to their health. Everyone should do regular exercise and yoga to stay healthy and should be relaxed and happy. He also suggested Medical team to convey health tips to railwaymen to stay fit.

In this camp, more than 764 railwaymen working at NWR headquarter were benefitted with health check-ups. Various tests related to Blood, ECG, sugar, weight, height and bone density were checked in the camp and railway workers were also consulted for other health related issues.



In addition to the medical staff of the Central Hospital/NWR, the hospitals empanelled with N.W. Railway viz Heart and General Hospital, Metro Mas Heart Care and Multispeciality Hospital Limited, Manipal Hospitals, Apex Hospitals Pvt. Limited and S.R. Kalla Memorial Gastro and General Hospital also participated in the medical camp and their Medical staffs rendered their services in conducting health check-ups and medical advice. Apart from this, the health of 1200 railwaymen were also checked at the Ajmer division, 785 at the Jodhpur division, 1421 at the Bikaner division and 1020 at the Jaipur Division of North Western Railway

More than 5100 Railway officers / employees got health check-up done

SOUTHERN RAILWAY : GENERAL MANAGER FELICITATES STAFF FOR RAIL MINISTRY-LEVEL AWARDS





Shri John Thomas, General Manager, Southern Railway congratulated two Southern Railway Staff for their outstanding feat that bagged them awards from Shri Piyush Goyal. Shri P. Saravana Kumar, Senior Section Engineer/Permanent Way, Salem and Shri Shlok Singh, Junior Engineer, Permanent Way, Chennai received General Manager's accolades for their dedication and devotion to duty.

Shri P. Saravana Kumar showcased exemplary sincerity and hard work in completing record through Fitting Renewals (TFR) and through Rail Renewals (TRR) at Salem yard. He devised novel methods for protection of welds during weld failure substantially reducing restoration time. Besides, he had put in concerted efforts in reducing precious block time at Points and Crossings at Magnesite Junction in Salem.

Shri Shlok Singh, Junior Engineer, Permanent Way, Chennai displayed remarkable dedication and agility in Jolarpet Yard remodeling works. He actively involved in calculation survey of Bridges and track measurements. He enabled deep screening of Points and Crossings at 16 locations.

SOUTH CENTRAL RAILWAY : NINE RAILWAY STATIONS OF SCR GET ISO-14001:2015 CERTIFICATION

Nine stations of South-Central Railway – Secunderabad, Hyderabad, Kacheguda, Vijayawada, Nizamabad, Kurnool city, Basar, Vikarabad and Parli Vaijnath – have been awarded with the prestigious Environmental Standard ISO 14001:2015 Certification for implementing Environmental Management System.

ISO 14001 Certification is issued to the stations which fulfil the laid down standards in provision of services and amenities for transportation of passengers and maintenance of cleanliness of railway station premises and timely disposal of garbage to Municipal authority. The standards which are laid down are mainly aimed at minimising consumable resources and developing environment friendly atmosphere.

ISO 14001 Certification to Railway stations will be issued based on the Environmental Management System being adopted and managing the aspects which have a significant impact on the environment. This includes Maintaining cleanliness, Disposal of Solid Waste, Pet bottle Shredders, Anti Littering, Water conservation, Energy conservation, installation of solar energy, developing green belt and implementing zero waste management among others.



Kacheguda Railway Station



Hyderabad Railway Station

Shri Gajanan Mallya, General Manager, SCR complimented Principal Chief Mechanical Engineer, concerned Divisional Railway Managers and Team of Officials for achieving the prestigious recognition to 9 stations over the zone. He advised them to further improve the standards of Environment Management System for getting certification for some more stations.

Railway stations are mass contact areas and maintaining environment friendly atmosphere enables comfortable and convenient flow of passengers in all aspects. By obtaining ISO 14001 Certification it is once again reaffirmed that South-Central Railway is continuously striving hard towards

betterment of environment and constantly aware of all environmental obligations and striving towards negating the environmental impact. Having an ISO 14001 Certification gives immediate reassurance to potential customers that steps are being taken from organisational side to minimize its impact on the environment.

Recently, the National Green Tribunal (NGT) directed Indian Railways to identify 36 stations to be developed as



Nizamabad Railway Station

Eco-Smart stations by achieving green environment standards. Accordingly, the South-Central Railway (SCR) identified three stations from its zone — Secunderabad, Kacheguda and Vijayawada. The NGT has laid down certain norms for achieving environment standard certification. One among them is getting ISO 14001 certification from BIS. Accordingly, all the three identified railway stations to be developed as Eco-Smart stations viz., Secunderabad, Kacheguda and Vijayawada are now in receipt of ISO 14001:2015 certification complying the NGT norms.

"MAN OF THE MONTH" SAFETY AWARDS PRESENTED BY GENERAL MANAGER, SCR



Shri Gajanan Mallya presented Man of Month Safety Awards

Shri Gajanan Mallya, General Manager, South Central Railway presented 'Man of the Month' safety awards to 19 employees for showing alertness in the duty and taking timely action to prevent unsafe conditions. He presented the awards during the safety meeting held on 2nd December, 2019 at Rail Nilayam, Secunderabad along with Principle Heads of Departments. Divisional Railway Managers of all the six divisions viz., Vijayawada, Guntakal, Guntur, Secunderabad, Hyderabad and Nanded Divisions participated through video conference. The General Manger also reviewed the loading performance of the zone and instructed the officials to make scientific study to improve further. He also instructed to focus on early rereleasing of loaded wagons and take measures to prevent damage of wagons during unloading. He instructed the officials to make an action plans in advance to improve cement, food grains and fertilizers loading etc.

Man of the Month Awardees Secunderabad Division: Shri Anup Kumar, Loco Pilot, Shri Virendra Kumar, Trackman, Shri Shrimannarayana, Guard, Shri G.Rajesh, Guard, Shri Md.Nabi Sharief, Loco Pilot, Shri D.Rajeswar, Loco Pilot, Shri P. Rama Mohan, Loco Pilot, Vijayawada Division: Shri P.Chaitanya, Technician, C&W, Shri T.V.Ramana Murthy, Guard, Shri V. Shrinivasulu, Station Master, Shri Sujith Das, Station Superintendent, Nanded Division: Shri Shivaji Warman, Keyman, Guntur Division: Shri Venkateswarlu, Gateman, Shri Ranadhir Kumar, Assistant Loco Pilot, Guntakal Division: Shri K.Sekhar, Loco Pilot, Shri SMD. Saheb, Pointsman, Shri K.M. Shaikshavali, Tech, C&W, Shri S.Shrinivasulu, Loco Pilot, Hyderabad Division: Shri R.Shrinivas, Tech, C&W.

VIJAYAWADA RAILWAY STATION AWARDED WITH ISO-14001:2015 CERTIFICATION

Vijayawada Railway Station has been awarded with the prestigious Environmental Standard ISO 14001:2015 Certification on 2nd December, 2019 for implementing Environmental Management System at best and unique standards. ISO 14001 Environmental Management System is a way of managing the aspects at Vijayawada Railway station which have a significant impact on the environment.

Shri Gajanan Mallya, General Manager, SCR complimented Divisional Railway Manager and Team of Officials for achieving the prestigious recognition.

Two stage audits have been conducted at Vijayawada station in the month of November, 2019. It is surprisingly happy to declare that there were no Non-Conformities at all in either audits which signifies that the procedures being followed at the Railway station in meeting all

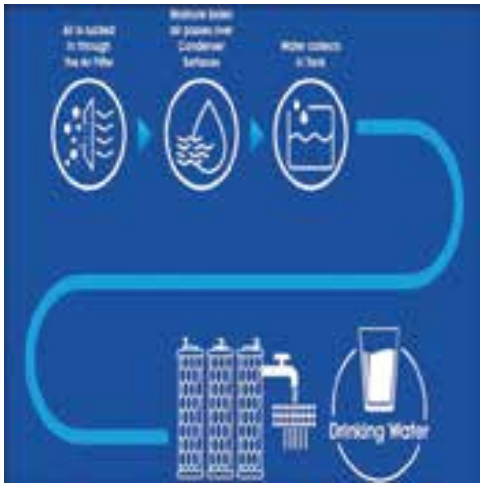


the legal requirements are well adequate with mere follow up of the prestigious/ challenging officers in delivering their best efforts to their teams. Vijayawada Railway Station has been certified earlier as "Green Railway Station" with "Gold Rating" from CII-IGBC recently i.e., in the current month, March 2019. It stood in 4th rank consecutively for 3 years in Swachhatha Survey conducted by QCI from 2017.

"ATMOSPHERIC WATER GENERATOR" (WATER FROM AIR) KIOSK INSTALLED AT SECUNDERABAD RAILWAY STATION

As a "First-of-its-kind"initiative over Indian Railways, South Central Railway has installed "Atmospheric Water Generator" Kiosk on Platform no.1 at Secunderabad Railway Station on 12th December, 2019. This Kiosk is installed as part of Green Initiatives & Water Conservation measures being adopted by South Central Railway. This innovative technology is developed under "Make in India" concept by 'Maithri Aquatech' and named as "MEGHDOOT".

In this system, instead of taking source water for filtration and consumption, the water is directly harvested from the air through a series of steps. Under this, air flows into the machine through a filtration system duly filtering out the contaminants present in the moisture laden air. Then the filtered air passes through cooling chamber where in the air will be condensed. The condensed air is converted into water and drops into a storage tank provided for the purpose. The dropped water from the tank passes through multiple level



filtration which removes odour and any other impurities and then it passes through Ultra Violet (UV) system. The filtered water is dosed with essential minerals which are beneficial before it can be dispensed for consumption. The water produced under this system fulfils the norms of World Health Organisation (WHO) and also Indian standards for consumption. It is also approved by Ministry of Jal Shakti as a safe and healthy drinking water.

First of its kind over Indian Railways

The Kiosk installed at Secunderabad station produces around 1,000 litres per day. It is proposed to charge ₹8 per litre along with bottle and ₹5 per litre if passenger brings their own container. Coin Vending machine facility is also available wherein passengers can directly fill their water bottles by dropping ₹5 coin. The storage tank is of food grade material (Stainless steel) and the freshness of water is maintained for several days. The machine produces very less noise and temperature and humidity levels arealso displayed.

The Kiosks are environment-friendly as there is no dependency on any water resource. Further there is no generation of any waste in this system and works on all weather conditions. Plans are on hand to install similar kiosks in other railway stations also.

SCR WON RUNNERS UP CUP IN ALL INDIA BALL BADMINTON CHAMPIONSHIP-2019



"Shri Gajanan Mallya, General Manager, South Central Railway congratulated SCR Ball Badminton Team on 20th December, 2019 at Rail Nilayam, Secunderabad for secured Second Place in the All India Railway Ball Badminton Championship which was held at Perambur, Chennai from 16th to 18th December, 2019. Shri A. K. Singh, General Secretary/ SCR Sports Association and other SCR Sports Association Officials were also present on the occasion.

DEDICATED WORK FORCE IS THE CORE STRENGTH OF RAILWAYS

The Zonal Railway Training Institute(ZRTI), Moula-Ali celebrated its 47th Annual Day on 19th December, 2019 at Open Air Auditorium. Shri Gajanan Mallya, General Manager, SCR was the Chief Guest on the occasion. Shri B.B. Singh, Additional General Manager, Shri John Prasad, Principal Chief Commercial Manager participated. Shri K.Siva Prasad, Principal Chief Operations Manager presided over the function.

Speaking on the occasion, Shri Gajanan Mallya stated that the dedicated work force is the core strength of Railways. Indian Railways has always valued its relationship with rail users and maintained loyalty towards them. The positive public image of the organization is very important to the growth of the organization and continuous efforts by front line staff will enhance the customer satisfaction. He expressed that Zonal Railway Training Institute plays a critical role in

shaping the approach of the front line Railway employees like Station Masters and Commercial Staff etc. He stated that the present day challenges and priority for Indian Railways rests on the pillars of Safety, Punctuality and Mobility. It should be the endeavor of the entire Railway workforce to tune themselves to these goals and succeed. Later the General Manager presented the meritorious awards to the trainees who topped in the various courses during the year 2018-19.

Earlier, Shri A.L.N.Reddy, Principal, ZRTI narrated the annual report of the Institute. He stated that During the year 2018-19, totally 10039 candidates were trained consisting



223 Courses as against 206 courses and 7439 trainees, thus improved by 35% in candidates and 8% in number of courses with capacity utilization of 75%.

Shri A.A. Phadke, Principal Chief Electrical Engineer, Shri N.S.R.Prasad, Divisional Railway Manager, Hyderabad Division and several other officials, faculty members, instructors and trainees participated.

SOUTH EASTERN RAILWAY : MORE FIVE STATIONS OF S E RAILWAY ACQUIRE COVETED ISO 14001:2015 CERTIFICATION



Adra Railway Station



Bankura Railway Station



Bishanpur Railway Station



Bokaro Railway Station



Purulia Railway Station

Five stations of South Eastern Railway viz Adra, Bankura, Bishnupur, Purulia and Bokaro Steel City have been conferred with the coveted ISO 14001:2015 certification for providing passenger amenities in clean and green environment including sanitation throughout the railway station premises.

Prior to this, Ranchi and Digha stations have already acquired this prestigious certification. Various actions have been initiated to develop the above stations as Eco Friendly stations:-

- To avoid reuse of plastic bottle and minimize waste generation, installation of Bottle Crushing Machines.
- Collection and Segregation of Biodegradable and Non-Biodegradable Waste.
- Programme has been taken to Install Effluent Treatment Plant and Sewage Treatment Plant (STP) at all the Eco Friendly Stations for zero discharge of untreated waste water.
- Conversion of conventional toilets to Eco-friendly or Green Toilets.
- Measures to prevent open defecation near railway track and surrounding areas which includes formation of task force in divisional level.
- Afforestation and plantation of trees in collaboration with Forest Department of State Governments.
- To control misuse of water and energy, Third Party Audit has been arranged.
- Polluter Pays Principle is being adopted to maintain cleanliness at these stations.
- Apart from, Adra, Bankura, Bishnupur, Purulia, Bokaro Steel City, Ranchi and Digha which have been conferred with ISO Certification, as a recognition of Eco Smart station, South Eastern Railway is also developing 14 other stations in its jurisdiction as Eco Smart Station. The 14 other stations which are being developed as Eco Smart stations are Kharagpur, Mecheda, Santragachi, Bagnan, Panskura, Shalimar, Jhargram, Midnapur, Balasore, Hatia, Tatanagar, Jharsuguda, Rourkela and Chakradharpur.

CHITTARANJAN LOCOMOTIVE WORKS : TRAINING PROGRAMME ON PUBLIC PROCUREMENT IN CLW



A three day long training on "Public procurement" for Group C staff of CLW stores department in Chittaranjan Locomotive Works concluded on 16th November, 2019. The programme, commenced on 14th November, 2019, and was attended by 30 staff. It was organised by CLW in Association with Indian Railway Institute of Logistics and Material management (I R I L MM), New Delhi. Shri Bhaskar Narang, Director General, IRILMM and ex-PED RS(P) /Railway Board and Shri Gajanan Prasad, ED/IRILMM & ex-PCMM/ NW Railway conducted the training. The training covered various facets of stores functioning in Indian Railways including work related problems. The feedback from participants is quite positive and participants suggest that the training programme will help them, in day to day work and in understanding their role in the department. This was the first training programme, of this type, organised by CLW for upgradation of skill and knowledge of its employees of the store department.

CLW PRODUCES 300TH LOCOMOTIVE

Chittaranjan Locomotive Works (CLW) has turned out 300th loco of the FY 2019-20 on 21st December, 2019 evening, in less than 9 months in 216 working days of current FY. The working days to achieve this 300th loco figure has reduced from 292 days in year 2017-18 to 216 days in the current FY 2019-20. Thus a reduction of 28% . Shri Praveen Kumar Mishra, General Manager flagged off the 300 th loco, WAG-9 HC (32692) from CLW on 21st December, 2019 evening amidst the presence of Sr. officers and staff. General Manager has appreciated



the efforts of all the dedicated team of officers and staff in production of 300th electric locomotive from CLW. He also expressed hope that with this trend in production, CLW will be able to even surpass the target of this FY 2019-20 and will be all set for creating a new record.





RAIL COACH FACTORY : Implementation of IIoT in Rail Coach Factory, Kapurthala





Shri Ravinder Gupta, General Manager/ RCF 12 December, 2019 inaugurated Industrial Internet of Things (IIoT) in Rail Coach Factory, Kapurthala. This is a state-of-the-art System for monitoring & improving utilization of vital Machinery & Plant assets. By further interconnecting all Sub-Systems, the System can be upgraded to Industry 4.0 - the 4th Generation of Revolution of Industrial Technology.

This System provides real time information of the working of machines. Various reports generated by this System enable improving the productivity, flexibility, quality & speed

The error logs generated by the System provide valuable input for planning Predictive maintenance, hence improving maintainability & reliability of the vital assets.

Last mile connectivity has been achieved by Wi-fi System thereby enabling seamless working.

This System has been developed by M/s Fox Solutions, Nasik indigenously and hence supports "Make in India" Programme initiative of the Govt. of India

Implementation of this System brings new era of Industrial revolution in Indian Railways.

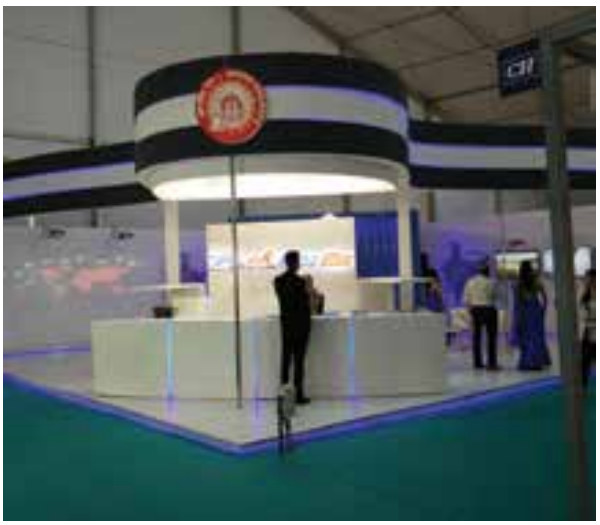
NABL Accreditation for Metallurgical Laboratory of RWF



RWF reached yet another milestone in its journey, as Metallurgical Laboratory of Rail Wheel Factory, Yelahanka, Bangalore, was accredited by National Accreditation Board for Testing and Calibration Laboratories (NABL) in accordance with ISO/IEC: 17025/2017 in the disciplines of Chemical and Mechanical testing, on 22/11/2019. The reports of Lab accredited by NABL are accepted internationally.

RWF is the only production unit of Indian Railways to be certified for ISO/TS 22163, AAR QA 5000 & ISO/IEC 17025/2017 for its Quality Management Systems.

DFCCIL : HI-Tech Pavilion of Indian Railways Draws Large Crowds in GES - 2019



The Hi-tech pavilion of Indian Railways at the Global Exhibition on Services – 2019 attracted large visitors from domestic and global sphere on the inaugural day i.e. 26 November, 2019.

Inaugurated by Minister of Railways, Commerce and Industry Shri Piyush Goyal in presence of Karnataka Large and Medium Industries Minister Shri Jagdish Shettar on 26 November, 2019, the Indian Railways pavilion in the exhibition drew a large number of visitors.

The state of art stall effectively displayed comprehensive information about Rail travel facilities on places of Buddhism culture and religion popularly known as "Buddhist Circuit". Visitors showcased a virtual experience of simulated freight train run as well as audio visual narration.

There was a display about global presence of RITES as well as IRCON's strong and extensive foothold as a construction giantboth nationally and internationally.

The prospect of an Indian version of "Bullet Train " kept visitors engaged on the screen of. The magnificent pavilion showcasing Indian Railways – the lifeline to the nation.

GES 2019 is spread across 19,000 square meters. Over 400 exhibitors and over 3000 delegates including 400 overseas delegates from 74 countries are participated in this exhibition.

INDIAN RAILWAYS

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Ministry of Railways is going to bring out a Special Edition of the monthly magazine *Indian Railways* in English in April 2020.

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We are very much hopeful that you will release your valued advertisement in our Special Focus Issue. The advertisement in the form of an Art pull or CD along with payment through DD/Cash may be sent to reach the undersigned on or before 10th March, 2020.

For further queries you may kindly contact the undersigned or call on 011-47845380.

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