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JUNE 2021

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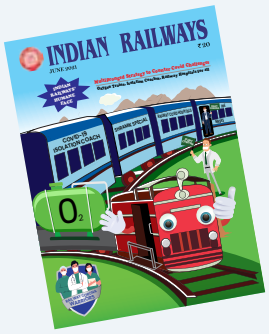
Oxygen Trains, Isolation Coaches, Railway Hospitals for all



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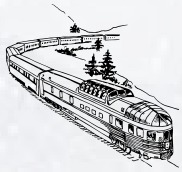
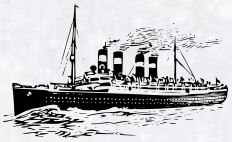
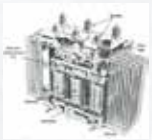
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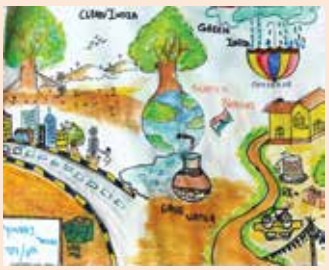
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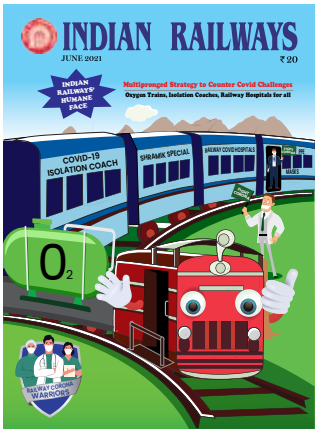
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Editorial

"Life-line of the nation." – all of us must have heard the phrase thousands of times in our life. That is how Indian Railways is generally described. But it is only at certain times like the present pandemic that everyone actually realizes the true connotation of these words.

Its time to feel really proud of being a Indian Railway employee. Just at a time when the entire country was reeling under a vicious 2nd wave of Coronavirus and people were dying in scores due to non-availability of oxygen, Indian Railways entered the scene and started what (to use the exact language used by our Hon'ble Minister) "proved to be a game-changer in the fight against Covid". Here we feel tempted to quote more from his utterances like " History will remember Indian Railways for its immense contribution to the fight against Covid. While maintaining national supply of chains, it has ensured that wheels of progress keep moving at fast pace."

It's time to boast of our organization. Even at the cost of our own lives (the death toll of Railway employees is now in the counts of thousands) we kept the hopes of the nation alive. Last month only Hon'ble Minister has addressed an open letter to the Railparivar showering compliments on Railway staff. Indeed, all of us are working hard and serving the nation in her difficult times and there is always an extra amount of satisfaction when the compliments come straight from the Hon'ble Minister himself.

Again to use Hon'ble Minister's own words, "…during the last 14 months Railways have demonstrated a high moral strength and ability to rise to the occasion." The magazine not only hopes but also firmly believes that under the able leadership and guidance of our Hon'ble Minister, Indian Railways will continue to serve the nation in a befitting manner in future also howsoever daunting the challenges might be. Like now, we will continue receiving more accolades and more blessings from our countrymen which by itself is a great achievement.

We therefore made it a point to make the current issue basically Covid-centric and the cover story this month is also on how Indian Railways is in the forefront of the nation's fight against the pandemic.

The magazine congratulates Shri Sanjay Kumar Mohanty and Shri Sanjeev Mittal for taking over the charges of Member (Operation & Business Development) and Member (Infrastructure) respectively. We wish them a very successful tenure as Members/ Railway Board. ■

Shri Piyush Goyal, Minister for Railways and Commerce Industry and Consumer Affairs, Food & Public Distribution reviews the progress of Udhampur-Srinagar-Baramulla Rail link Project (USBRL)

Shri Piyush Goyal, Minister for Railways and Commerce & Industry and Consumer Affairs, Food & Public Distribution reviewed the progress of Udhampur-Srinagar-Baramulla Rail link Project (USBRL) through Video conferencing on 25th May, 2021. Minister of Railways, Chairman & CEO, Railway Board along with senior officials of Railways appreciated that despite the current Covid situation appreciable work has been done by USBRL Project in April and May 2021. He further instructed to put in extra efforts in the coming months to make up for the loss of time due to Covid 2nd wave. MR was apprised that the budget of USBRL for year 2021-22 is Rs. 4200 Cr. Hon'ble MR instructed that there would not be any constraints of budget for this project.

- Put in extra efforts in coming months to make up for the loss of time due to Covid 2nd wave.

  - Shri Goyal

- Work on the remaining portion of the USBRL project to be completed in mission mode, Completion date is April- 2023
- Focus on providing all-weather connectivity to Kashmir region from rest of the country
- Periodic review of project to expedite construction and laying of the rail line
- Budget of USBRL for the year 2021-22 is Rs. 4200 Cr.

Udhampur-Srinagar-Baramulla Rail link Project

- **Project background**

Udhampur-Srinagar-Baramulla Rail link Project (USBRL) having length of 272 Km Railway Line from Udhampur to Baramulla joining the Kashmir valley with rest of the country and was declared as National Project in 2002. Out of 272 Km of USBRL Project, work has been completed on 161 Km and commissioned. Status of work as sub-divided into three legs is as under:

i. Udhampur-Katra-25km (commissioned in July 2014)
ii. Quazigund - Baramulla – 118km (commissioned in Oct., 2009)
iii. Banihal - Quazigund – 18km (commissioned in June 2013)



iv. Katra to Banihal- 111km in progress (Target 2022-23)

- **Katra - Banihal Section of USBRL Project**

The work on intervening stretch of Katra-Banihal section (111 km) is in progress and this section predominantly involves tunnelling i.e. 97 Km out of 111 Km (i.e. 87%) of length of Katra-Banihal section is in tunnels and maximum length of tunnel T-49 is 12.75 Km.

There are 27 nos. of Main tunnel having length of 97.6 Km and 8 nos. of Escape tunnel having length of 66.4 km, with cumulative length of about 164 Km of tunneling which is being constructed in Katra-Banihal section. At present 140.81 Km of tunnelling i.e. 84.2 Km (20 nos.) out of 97.6 Km (27nos.) of Main tunnel and 56.61 Km (3 nos.) out of 66.4 Km (8 nos.) have been completed).

There are 37 nos. of Bridges (combined length of 7 Km) and includes 26 nos. major bridges and 11 nos. minor bridges. At present 13 nos. of major bridges and 10 nos. minor bridges have been completed and work on all fronts is in progress. These bridges include the iconic Chenab Bridge (Overall length 1315 m, Arch span of 467 m and height of 359 m above riverbed) which will be the highest railway bridge in the world. Arch Launching of Chenab bridge was completed on 05 April, 2021. Indian railway's first cable-stayed bridge is also being constructed on Anji Khad and 130 m of Main Pylon out of 193m have been cast and an ancillary viaduct portion of Anji Bridge has been completed. Launching of Other Major bridges 39 & 43 is in progress and 310m and 260m of launching have been completed respectively.

Major Achievement during April 21 & May 21

- **Chenab Bridge** – Arch closure of world highest Railway Bridge was successfully carried out in April. Launching of 58 MT in April 2021 and 163 MT in May 2021 has been achieved. Cumulative Launching achieved is 10,619 MT. However due to increased covid cases, the area around kauri end of this bridge has recently been declared as a micro containment zone imposing certain restrictions.
- **Anji Bridge** – Main Pylon concreting: 4m lift in April 2021 and 4m lift May 2021 (upto 24th). Total progress of Main Pylon is 130m completed out of 193m. Cumulative assembly of segments (55m) and launching of 30m has been achieved.
- At Br. 39 in Reasi area, launching of 32m length done in April 21 and 15m in May 2021.
- Bridge No. 43 in Bakkal (Reasi) area, launching of 42.5 m length done in April 2020 and 9m in May 2021 (upto 21st).
- 1.46 Km Tunnel Mining (MT+ET) done in April 2021 and 0.78Km in May 21 (upto 24th)



Anji bridge - First cable stayed bridge of Indian Railways

Major Achievement of 2020-21

- Total Tunnel Mining of 14.97 Km (MT +ET) done in Year 2020-21.
- Breakthrough of Tunnel T2 (Main tunnel) having a length of 5093 m achieved on 3rd Aug.'2021.
- Breakthrough of Tunnel No T-74R (Main Tunnel) having length of 8.6 KM achieved on 03rd October, 2020, which is 2nd longest tunnel constructed on USBRL Project after Pir Panjal Tunnel (11.2 Km).
- Breakthrough of Tunnel No T-74R (Escape Tunnel) having length of 7.41 KM achieved on 05.12.2020.
- Bridge No. 88, (1x45.7m) was completed in Oct.'2020.
- Bridge No. 138 3x 30.5 m, has been completed in the month of Nov.'20.
- Bridge No. 59, (1x30.5 + 1x45.7 + 1x30.5m)



Br 39

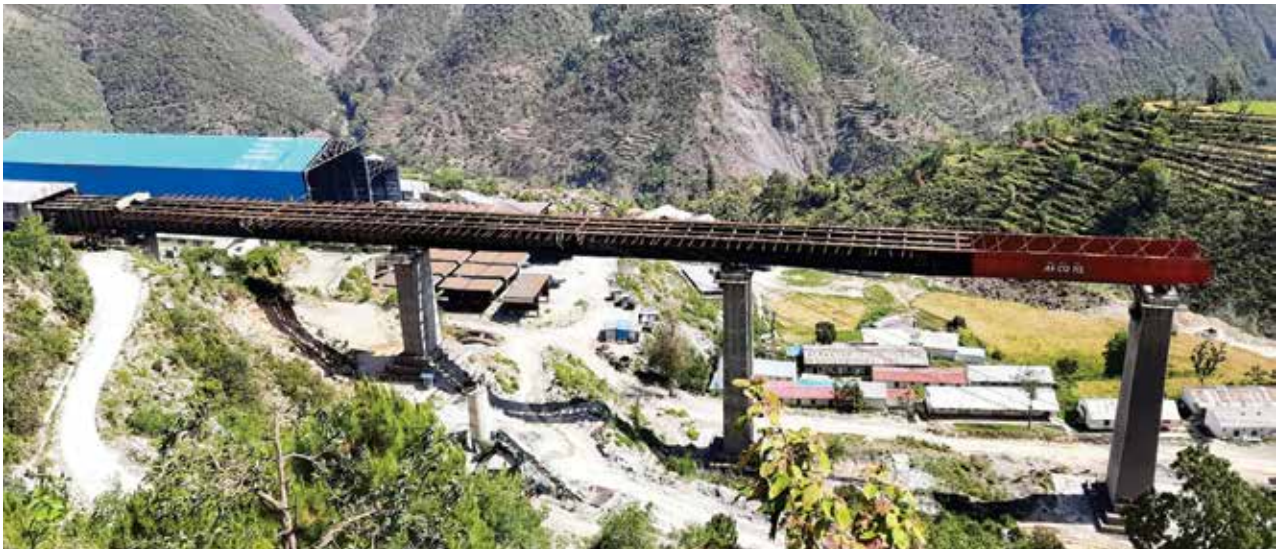
has been completed in March'2021

- Total Bridge Fabrication of 15,480 MT was achieved during this financial year, which is the record highest fabrication achieved so far in any financial year.
- Total Bridge Launching/Erection of Super-structure of 15,520 MT achieved during FY 2020-21, which is record highest launching so far in any financial year.

» **Tender Position:** Since Feb.'21, KRCL & IRCON have finalised Rs. 580 Cr and Rs. 32.84 Cr of Tenders respectively. Moreover, the tenders worth Rs. 915 Cr and Rs.234 Cr have been invited by IRCON & KRCL respectively. Hon'ble MR was apprised that a balance tender of Rs 435 Cr is awaited for issue of NIT in June 21, which shall be expedited to adhere to the set target of the project.

» Electrification of Banihal-Baramulla section:

The 136 km railway line from Banihal to Baramulla has already been commissioned and its electrification work has also been sanctioned. All tenders have been awarded and S&T plans have also been approved and work is under progress. The target for completion of Railway Electrification works in Banihal-Baramulla section is March-2022. Completion date of the project is April-2023. ■



Br 43

"History will remember Indian Railways for its immense contribution to the fight against Covid. While maintaining National supply chains, it has ensured that wheels of progress keep moving at fast pace"

– Shri Piyush Goyal

Go aggressively for full utilisation of record Capex allocation. Completion of infrastructure works would generate employment as well especially in challenging Covid times

–Shri Goyal

Hon'ble Minister for Railways and Commerce & Industry and Consumer Affairs, Food & Public Distribution, reviewed the operational performance of Zones & Divisions with Chairman & CEO Railway Board, General Managers and Divisional Railway Managers on 26 May, 2021. During the discussion he said that during the last 14 months Railways has demonstrated a high moral strength and ability to rise to the occasion. Shri Goyal directed the officials to go aggressively for full utilisation of record Capex allocation. Completion of infrastructure works would generate employment as well especially in challenging Covid times.



The Minister said that Nation is full of gratitude for all of those Railways employees who lost their lives while serving the Nation and offered condolences.

Shri Goyal observed that Indian Railways is transforming itself from just being a mode of transportation to a great engine for growth and that every one is committed to the success of IR and making Railways a self sustainable organization.



Rail Bhavan (File Photo)

Shri Goyal said that Oxygen Expresses have served the Nation in an extraordinary manner and were game changer in the fight against Covid.l. Front line staff has risen to occasion.

Shri Goyal directed all the officials to go aggressively for full utilisation of record Capex allocation. Completion of infrastructure works would generate employment as well especially in challenging covid times.

Shri Goyal said that Covid challenges have demonstrated the resolve of Railways to fight back and emerge stronger. Mindset of Railways has transformed. It's no longer business as usual for Railways. The Minister complimented Railway officials for showing an extraordinary resilience and ensuring that Indian Railways achieved a DOUBLE DIGIT growth in Freight Traffic.

Railways has recorded more than 10% increase in Freight loading as compared to normal year of 2019-20. In FY 2021-22, Indian Railways total loading is 203.88 Million Tonnes (MT) which is 10% more than FY 2019-20 loading figures (184.88 MT).

The Minister complimented the officials of the Business Development Units for working on Mission Mode to boost the Freight traffic. He further directed that more efforts be made for developing infrastructure like good sheds, terminals, last mile electrification towards sheds, mechanisation of loading unloading etc to make things more efficient and easy for all operators. ■

Indian Railways Takes Up the Challenge of Ensuring Availability of Oxygen all over the Country



During the entire lockdown period last year, Indian Railways maintained a steady supply of all the essential commodities to all parts of the country so that basic needs of the people all over the country are fulfilled. Continuing on this path of its social responsibilities, Indian Railways is running oxygen express trains in response to its fight against Covid-19 pandemic and till 21st May, 2021, have run more than 200 such oxygen express trains on a mission mode. In the wake of the outbreak of the 2nd wave of Covid-19 in April 2021, it was seen that although there was no shortage of production of oxygen in the country, patients were dying all over the country due to non availability of oxygen in hospitals. This was happening mainly due to lack of proper transportation facilities. Indian Railways under the able leadership of Hon'ble Minister of Railways immediately jumped in the field and offered to run special trains carrying oxygen tankers to all the states in need of Oxygen.

Accordingly, the first oxygen express with Liquefied Medical Oxygen (LMO) tanker started its journey for Mumbai from Visakhapatnam on the night of 22nd April. The 2nd oxygen express train undertook its journey the very next day from Lucknow to Bokaro via Varanasi to fulfill the requirements of medical oxygen in Uttar Pradesh.

Transportation of oxygen through trains is faster over long distance than road transportation. Trains can run nonstop 24 hours a day, but truck drivers need to take halts. To facilitate loading/unloading of tankers to/from flat wagons, a ramp is required. Also due to restrictions of height of ROBs/OHEs at certain locations, out of various specifications of road tankers, T-1618 road tankers with a height of 3320 MM was found feasible to be placed on flat wagons (DBKM) with 1290 MM. Adequate precautions are also to be taken so as to

- On Mission Mode, more than 300 Oxygen Expresses have completed their journey so far
- Oxygen Expresses delivered nearly 22000 MT of Liquid Medical Oxygen in more than 1300 tankers to the Nation (till 31.05.2021).
- On 31.05.2021, 11 loaded Oxygen Expresses on run with more than 827 MT of LMO in 46 tankers
- Oxygen Expresses delivering about 1000 MT of LMO to the Nation each day now
- Oxygen relief by Oxygen Expresses reaches out to 15 states namely Uttarakhand, Karnataka, Maharashtra, Madhya Pradesh, Andhra Pradesh, Rajasthan, Tamil Nadu, Haryana, Telangana, Punjab, Kerala, Delhi, Assam, Jharkhand & Uttar Pradesh



ensure that cryogenic cargo is safely transported across various states. Simultaneously, both the movement of trains alongwith supporting infrastructure is also monitored closely so as to ensure that the oxygen express trains reach their destination states in least possible time. Tracks are kept open and high alertness is maintained to ensure that Oxygen Express keeps zipping through. All this is done in a manner that speed of other Freight Operation doesn't suffer also.

This is part of Indian Railways endeavour to deliver as much LMO as possible in the shortest time possible to the requiring state. Indian Railways has mapped different routes with oxygen supply locations and keeps itself ready with any emerging need of the states. Crisscrossing the country, Indian Railways is picking up oxygen from places like Happa and Mundra in the West and Rourkela/Durgapur in the East and then delivering it to the requiring states located all over the country which needs complex operational route planning scenario. Accordingly, till 21th May, 2021, more than 200 oxygen express trains have completed their journey involving delivery of more than 12,000 MT of LMO in more than 775 tankers so far, so as to bring some relief from Covid casualties in various parts of the country. Even during the devastating Cyclone (Tauktae) lashing large parts of Western India, there was no halt in the running of these trains by Indian Railways. ■

States	Quantity (in MT)
Maharashtra	614
Uttar Pradesh	3797
Madhya Pradesh	656
Haryana	2034
Telangana	1978
Rajasthan	98
Karnataka	2115
Uttarakhand	320
Tamilnadu	2016
Andhra Pradesh	1896
Punjab	225
Kerala	380
Delhi	5527
Jharkhand	38
Assam	240
TOTAL (Position as on 31.05.2021)	**21,939**

Railways set to have 86 Oxygen plants for its hospitals

Indian Railways is leaving no stone unturned in the fight against Covid 19. On the one hand, Railways is moving Oxygen Expresses swiftly with loaded oxygen to different parts, on the other, it is continuing with the movement of passenger and freight traffic. At the same time, Railways has geared up its in-house medical facilities.

Massive Capacity Enhancement is planned in 86 Railway Hospitals across India. 4 Oxygen Plants are functional, 52 are sanctioned and 30 are under various stages of processing. All Railway Covid Hospitals are to be equipped with Oxygen Plants.

General Managers have been delegated further powers upto ₹2 crores in each case for sanctioning Oxygen Generation plants under M&P vide Rly Bd letter no 2020/F(X)II/ PW/3/Pt dated 4.5.21.

A series of measures have been initiated. The number of beds for Covid treatment have been increased from 2539 to 6972. The ICU Beds in Covid hospitals have been increased from 273 to 573. Invasive ventilators have been added and their number has been increased from 62 to 296. Constant efforts are being made to add critical medical equipment like BIPAP machines, Oxygen concentrators, oxygen cylinders etc in Railway hospitals. Railways have also issued instructions that Covid affected employees may be admitted to the empanelled hospitals on referral basis as per need. This massive capacity enhancement in Railway Hospitals would usher in better infrastructure to handle medical emergencies. ■

- 4 Oxygen Plants are functional, 52 are sanctioned and 30 are under various stages of processing
- Massive Capacity Enhancement in 86 Railway Hospitals across India
- The number of beds for Covid treatment have been increased from 2539 to 6972
- Invasive ventilators have been added and their number has been increased from 62 to 296
- General Managers have been delegated further powers upto ₹2 crores in each case for sanctioning Oxygen Generation plants

Direct Speech : Railway employees directly associated with Oxygen Express tains share their experience

QN. > Please tell your name and your present place of posting.
Ans :- My name is Ajay Paldhikar and presently I am posted as Station Manager of Hapa Rly Stn of Rajkot Division.

QN. > In the present scenario of the country fighting off the Corona pandemic what is the enhanced significance of Hapa Rly Station and particularly the Oxygen tankers being loaded there?
Ans :- In the backdrop of the entire nation struggling with this dreadful pandemic and everyone scared of its effects, we are loading 2 rakes per day to maintain a steady supply of Oxygen to those parts of the country where there is a shortage of it. Our target remains to complete the shunting job in the least possible time and to make the train ready for departure without delay. We are continuously working non-stop round the clock to ensure this.

QN. > Are you getting full cooperation from your staff in your efforts and also tell us about your feelings in this special role?
Ans :- So far as Railway staff and officers are concerned, I am getting full cooperation from them. If we face any technical issue or difficulty even late night, our officers would respond immediately. We are proud of the fact that we are involved in movement of these Oxygen express trains and are contributing our mite to the nation during such difficult times. ■



Ajay Paldhikar

QN. > Please tell your name and your present place of posting.
Ans :- My name is Pooja M. Dangar and presently I am posted as Commercial Inspector in the Jamnagar Section of Rajkot Division, Western Railway.



Pooja M. Dangar

QN. > In the present scenario of the nation fighting off the Corona pandemic what, in your perception, is the enhanced significance of Indian Railways?
Ans :- As always, Indian railways have risen to the occasion to serve the country. Indian Railways are giving all possible assistance to the people of the country in these difficult times. As part of the endeavour, being a Commercial Inspector I try to ensure that absolutely no delay takes place in operation of Oxygen Express trains and all commercial activities related to this are completed well in time. I ensure this through better coordination and dialogues with State Govt officers deputed for the purpose.

QN. > Tell us about your experience of dispatching Oxygen Express trains from Hapa to various states of the country.
Ans :- Oxygen express trains are originating from Hapa Rly Stn. carrying Oxygen for different states like UP. Haryana, Rajasthan and Delhi. I am feeling very happy and satisfied to have been involved in the mission and promise to offer my services in future also whenever Indian Railways give me such an opportunity.

QN. > What kind of cooperation are you receiving from other Railway staff in this mission of successful operation of Oxygen Trains?
Ans :- All the Staff of all the Departments and particularly the Goods staff at Hapa Railway Stn have extended their full cooperation in seamless operation of these Oxygen express trains. The Goods staff are working 12 to 16 hours a day as and when required. Commercial Officers also are giving full support and guidance. ■



Aditya Kumar

QN. > Please tell us your name and your present place of posting

Ans :- My name is Aditya Kumar and presently I am posted as Goods Guard at Hapa Rly Stn under Rajkot Division, Western Railway.

QN. > You have been entrusted with the responsibility of guarding Oxygen Trains – tell us about your experience with these trains.

Ans :- Yes I have guarded two trains that started from Hapa. See, guarding trains is our duty but being associated with supply of this life-saving gas during these pandemic times brings real satisfaction. It does give us a feeling of being Frontline Corona Warriors.

QN. > What are the pre-cautions you take while doing duties on these trains?

Ans :- We are Goods Guards. Oxygen Express trains call for added pre-cautions. Not only the whole rake is checked carefully but also all the required wagons and components are properly checked.

QN. > How do you feel while doing duties on these trains?

Ans :- We are really very happy running theses Oxygen Express trains. We are all staff of Indian Railways and feel proud about that. ■



Bhabesh Bhagela

QN. > Bhabesh Bhai, please tell us about your present posting.

Ans :- I am Bhabesh Bhagela, presently posted as Loco Pilot at Hapa Rly Stn of Rajkot Division.

QN. > Have you piloted any Oxygen Express? What was your experience with the train?

Ans :- Yes, I am very happy and proud of the fact that I have been entrusted with the responsibility of running the Oxygen Express Train from Kanalus Station of the Division to Guntur Rly Stn, Andhra Pradesh. I am receiving full cooperation from all the Railway Staff of all the Railway stations en-route. This job remains our top priority and we ensure that absolutely no delay takes place.

QN. > How do you feel running these oxygen trains.

Ans :- See, the entire nation is struggling with deficient supply of Oxygen. We feel proud and thrilled that we are playing a role in fulfilling the demand. Railways' endeavour to move these trains on top priority through Green Corridors is really commendable. ■



Covid Care Coaches as Isolation Units are now functional in 17 diverse locations in 7 states spread over the country



Strengthening the capabilities of the nation in the united fight against Covid, the Ministry of Railways has, amongst its multi-pronged initiatives, deployed nearly 4500 Isolation Coaches with nearly 70,000 beds. To work concurrently with the States and in a bid to reach out as swiftly as possible, the Railway has drawn a de-centralised plan of action empowering Zones and Divisions to work out their Memorandum of Agreement for cohesive action. These Isolation Coaches can be easily moved and positioned at places of demand on the Indian Railways network.

The Isolation Coaches which are stationed on platforms have been duly barricaded, make-shift tents provided and every measure is being taken for facilitation of the medical personnel on duty here. Where permanent facilities for don-doff of PPE kits were not available, the Railways have endeavoured to provide separate temporary units in dedicated coaches for men and women healthcare personnel. RPF staff are posted at these health care facilities round the clock. The Railway has also made provision of 2 oxygen cylinders and fire extinguishers in each coach to meet emergencies. Among other things, the Railways have also enabled directional guidance and ramp facility for patient transport at these coaches. The Isolation Coaches are now deployed at 17 stations in 7 states of the country and catering to Covid Care patients.

At present, 298 coaches have been handed over to various states for covid care with a bed-capacity of more than 4700 beds. The deployment to the 7 states is as under:

State	No. of Covid Coaches Provided
Maharashtra	60 (at Nandrubar, Ajni and Palghar)
Madhya Pradesh	42 (Tihi station near Indore, Bhopal) Total beds: 622
Assam	41 (Guwahati, Badarpur near Silchar, Sabarmati, Chandlodiya and Dimapur)
Delhi	75 (Shakurbasti and Anand Vihar Station) Total Beds: 1200
Uttar Pradesh	50 (Faizabad, Bhadohi, Varanasi, Bareli and Nazibabad Total Beds: 800
Nagaland	DATA NOT AVAILABLE
Tripura	DATA NOT AVAILABLE
Total (as on 21.5.2021)	**298 Coaches**

The Railways has made available a fleet of more than 4400 Isolation Coaches with around 70,000 beds to serve as Isolation Units out of which 298 coaches with nearly 4700 beds have been put to use till 21st May, 2021.





In all, the Railways have deployed 60 coaches in the State of Maharashtra. At Nandrubar, the health facility has witnessed a steady registration of Covid patients and subsequent discharge through due medical certification after the isolation period. At Palghar, where the Railways recently provided 24 coaches, the facility is now functional. The Railways have deployed 42 coaches in the State of Madhya Pradesh. The Ratlam Division of Western Railway has deployed 22 Coaches with a capacity of 320 beds at Tihi Station near Indore.

As on 22.05.2021, with latest demands from the State of Assam, Railway has swiftly moved 21 isolation coaches to Guwahati and 20 Isolation Coaches to Badarpur near Silchar (N. F. Railway). Earlier, Isolation Coaches were deployed at Sabarmati, Chandlodiya and Dimapur respectively. In Delhi, the Railway has catered to the full demand of State Governments for 75 Covid Care coaches with a capacity of 1200 beds. 50 coaches are positioned at Shakurbasti and 25 Coaches at Anand Vihar Stations. A total of 1200 beds are available here. Isolation coached have been made available to UP Govt also as per their requisition. ■

Interview

Nandurbar, Maharashtra (W Rly) was one of the first locations where Railway isolation coaches were put to use during the second wave of the Covid pandemic and Shri Ganesh Kishore Kasar was one of the first to have been admitted there. In an interview with Shri Ajeet Singh Yadav, Sr P.I., Railway Board Shri Kasar allays all the fears and apprehensions that a potential user of Railway's Covid Coach may have in his/her mind. "The facilities were flawless" - he says.

QN. > When you were informed for the first time that you would be sent to a Railway Isolation coach, what was your gut reaction? How did you feel at that time?

Ans :- I had absolutely no idea about a Railway Isolation Coach, although there were talks in the town about arrival of such facilities at Nandurbar, but obviously I had no first hand experience. I had my doubts but ultimately it turned out well, the beds were comfortable, the sleep and the overall stay was comfortable indeed. All the basic requirements of patients were well taken care of - just as you would expect in a standard Hospital ward.

The comfort level made me feel at home. With the help of jute-matting of the roofs and the room cooler, temperature level was always maintained at a very comfortable level. The patients were not at all disturbed by the high temperatures outside even during the hot afternoons.

QN. > You mean the temperature level inside the coach was always maintained to your comfort?
Ans :- Yes, even during the hot summer afternoons there was no problem at all.

QN. > What was the duration of your stay there?
Ans :- I was there for 9-10 days. The first day I was put up in a hostel as per the rule from where I was shifted to Isolation ward a day after and I recovered in 9 days.



QN. > You have said you were satisfied with the bedding facilities provided to you. What about the other facilities? Were you satisfied? Give us some more details, please.
Ans :- It was just like home away from home. They used to provide breakfast and tea in the morning between 8 and 8-30 am. Then the Lunch would come in the afternoon. At 3-30 they would give tea and snacks and then dinner at night – all the food items served were packed and hot.

QN. > When someone gets admitted to a hospital ward, he knows he will be provided with basic facilities like electricity, bathing and toilet facilities. Were these facilities there in the isolation coach which is actually a railway coach modified into a ward? Normally there is no bathing facility in a train coach.
Ans :- Yes, yes, bathing and washing facilities were excellent. Being a daily train passenger I knew that there are no bathing facilities available in a train coach. But Railways had made nice arrangements for bathrooms and toilets. The cleanliness level was also maintained at a high level. There used to be regular cleaning of the bathrooms and toilets.

QN. > And what about sanitization? Was it regularly done?
Ans :- Yes, the Railway cleaning staff would come on a very regular basis for cleaning and sanitization.

QN. > Was there sweeping and mopping of the coach on daily basis? Did you notice any accumulation of garbage anywhere during your stay?
Ans :- No, there was absolutely no accumulation of any garbage anywhere during my stay. There used to be daily sweeping and mopping.

QN. > Talking about these Railway staff – Cleaning staff and others – what was their general demeanour towards you and other patients? Were they sensitive enough?
Ans :- All of them were very nice. Most of them were young. They would make frequent rounds – at least 4 times a day to monitor the pulse and oxygen level etc. They were very caring, very nice.

QN. > And the doctors? They would also visit 4 times a day?
Ans :- Yes, the doctors also paid visits very regularly – in the morning, afternoon and then again in the evening and at night. The entire fleet of medical and para medical staff were there for our care.

QN. > You mean the medical facilities were adequate. Did you get continuous supply of electricity? Lights and fans never posed an issue?
Ans :- Yes, absolutely. There was absolutely no problem in this regard, There was hardly any scope for us for making any complaints. It was obviously my first such experience of being in an isolation coach but the experience was a good one.

QN. > You mean your overall experience was satisfactory?
Ans :- Yes, definitely.

QN. > What about drinking water inside the coach?
Ans :- They maintained a steady supply of mineral water in all the coaches.

QN. > Were you provided with any contact Number in case of any assistance?
Ans :- No contact number was given as such. But there was sort of a 24X7 Helpdesk where staff were deployed throughout the day near the entrance of the coach and any patient facing any issue could contact them.

QN. > And Oxygen cylinders? Did the doctors also stay there in a separate coach?
Ans :- Yes, 2 Oxygen cylinders were there in each of the coaches for any emergency use. Doctors used to visit us quite regularly and were always available whenever one needed them. ■

COVID NEWS FROM ZONAL RAILWAYS



SYMBOLIC : An Oxygen Express carrying lifesaving LMO running at day-break near Tondiarpet, Tamil Nadu.

After a long dark night - new rays of hope!

South Central Railway :

124 tonnes of Oxygen reaches Telangana by First Oxygen Express

5 tankers loaded from Odisha with 124.26 tonnes reaches Sanath Nagar Goods Complex

The first loaded Oxygen Express to Telangana was received at the Sanath Nagar Goods Complex today. The train brought 124.26 tonnes of liquid Oxygen filled in 5 tankers. These tanks were earlier sent in empty condition from Secunderabad (Secunderabad Cantonment Military Siding) on 28th April, 2021.



Oxygen reaches Telangana by First Oxygen Express

The Oxygen Express was transported from Odisha for a distance of 1334 kms in a short period of around 32 hours, with the train travelling at an average speed of 42 kmph from its starting station. To ensure that the train reaches the destination at the fastest possible time, Railways have identified a green corridor for uninterrupted movement of these trains.

Further, as liquid Oxygen is a cryogenic cargo, transportation of the tankers by Railways was carried out taking into consideration like limitations with regard to maximum speed at which it can be carried, maximum acceleration & deceleration. In addition, route mapping was done so as to ensure that the movement of tankers by railways is smooth with regard to curves, adequate height clearance along the route of ROBs, RUBs, FOBs, etc.

Indian Railways have initiated operating Oxygen Express trains across the country, during these critical times, to provide safe, secure, hassle-free and fast transportation of Oxygen to the different parts of the country. These trains are operated at the request of the State Governments.

Accordingly, the first Oxygen Express from Telangana was operated in both directions (empty & loaded condition) from Secunderabad area to Odisha. The second empty Oxygen Express from Telangana has also reached the loading station.

Shri Gajanan Mallya, General Manager, SCR appreciated the Secunderabad Division for prompt operation of the Oxygen Express trains and for operating these trains without any detention. He advised all the Divisions to be proactive to meet the needs of any State Governments for Oxygen Express Trains. ■





Miss Swati Bhimgaj has been working in the Covid Ward of Railway Central Hospital, Bilaspur since Aug 2020 on temporary basis. She was given the full responsibility of one deaf & dumb Covid patient named Shri Anand Rai who was admitted to the hospital on 30th April, 2021. Thanks to Miss Bhimgaj's tireless efforts and meticulous care, the handicapped patient recovered and was discharged from the hospital within a few days. ■

Northeast Frontier Railway :
Extensive disinfection of railway coaches and premises

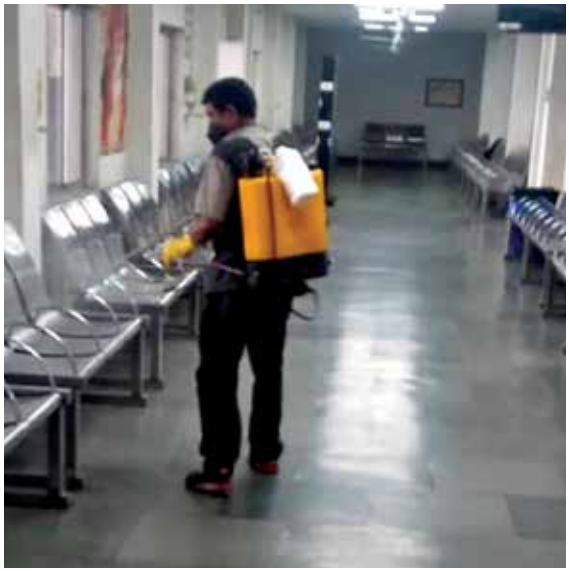
N.F. Railway are taking all possible measures to contain the spread of the virus. NFR has been undertaking special measures on frequent disinfection of railway coaches and premises to check the possibility of spreading of Corona Virus. Sanitizing of all critical areas of mass contact in stations and coaches are being done for the safety of rail users.

'COVID Help Desk' has been set up at all major stations to provide latest information on Covid protocols. The works of screening of outgoing passengers and Covid testing of incoming passengers are done by state authorities as per the SOP of respective states and NFR is providing all necessary help to the state authorities in this regard. Sanitizing of through pass and originating trains at various stations is also being done. Dedicated team for disinfection work has been deployed to carry out this task in all divisions.

Massive sanitization of the running room/crew lobby etc are being done and Covid protocols being followed strictly to protect on-duty train running officials from getting infected. NFR is doing awareness campaigns regularly through various platforms like print, social and electronic media to alert all passengers about the safety protocols to be observed. Audio-visual campaign and announcements are being done regularly at all railway station premises on 24x7 basis. ■



Extensive sanitization & cleanliness drive







Shri Adish Pathania, ARM/ Gandhidham, W Railway makes it a point to don his PPE kit and pay personal visits to the Covid Wards of Railway Hospital under his jurisdiction to boost up the morale of the Corona patients admitted there. He keeps motivating Covid patients and instilling positive thinking into them which he believes is as important as the treatment itself. This removes the feeling of being deserted from the minds of the patients and convinces them that Railway administration is with them in their difficult times also. ■

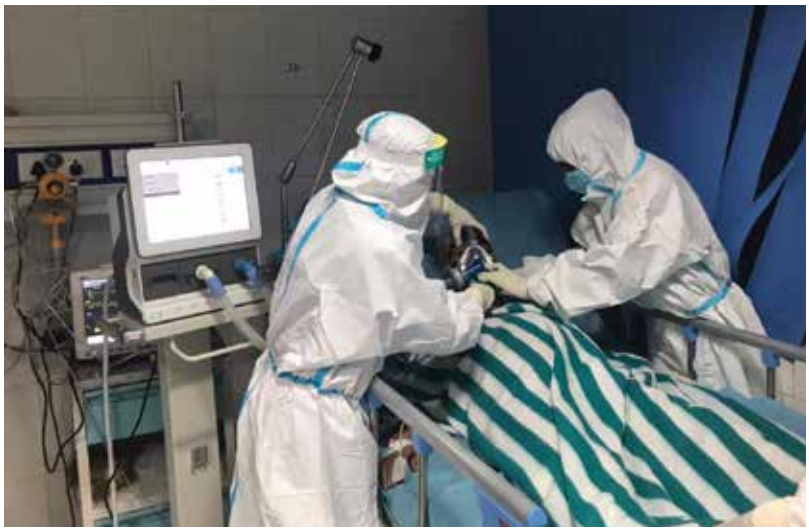
On the late evening of 22nd May 2021, Saturday, the staff at the station noticed that a middle aged woman had been lying abandoned in the KSR Bengaluru Railway Station Premises. Immediately **Shri Shankrappa,** Assistant Sub Inspector, **Kum. H. Meena,** Women Constable and **Shri K.R. Kumar,** Dy. Station Manager (Commercial) of Bengaluru Division reached the spot and found she was suffering from high fever. It was learnt that she had been abandoned at the station by family members. suspecting that she had been infected with Covid-19. The staff members immediately cleaned her up, gave water and food and spoke to her and tried to give some solace. They coordinated with Government Railway Police and arranged to send her to KC General Hospital, where her treatment was arranged. ■



Metro Railway, Kolkata

Tapan Sinha Memorial Hospital Providing Covid Treatment Successfully

Tapan Sinha Memorial Hospital of Metro Railway is a Level-II dedicated COVID Hospital. So far, 544 Covid Positive Patients have been treated in this Hospital which has 75 dedicated beds for treating COVID patients. 13 doctors and 35 Para Medical Staff have been treating Covid Positive patients round the clock here. Sufficient amount of PPE kits, hand-sanitizer, N-95 masks have been supplied to all Health Care Workers for attending COVID - 19 patients.



A patient is being put up on NIV (Non invasive ventilation)

This hospital has adequate number of oxygen cylinders provided at each bed, medicines, Non-invasive Ventilators, BIPAP machines, Non Rebreathing masks to treat moderate and severe Covid patients. The Dedicated Covid Ward has also Hepa Filters and Laminar Air Flow facilities. Proper cleaning and sanitization and other maintenance works of the entire Hospital and adjoining areas are being done on regular basis.

In this Hospital, COVID-19 vaccination sessions are also going on. Health Care Personnel, RPF Staff, Motormen, Retired Employees and other beneficiaries have been vaccinated regularly. So far, 3254 employees (Present and Retired) and their beneficiaries have been vaccinated with Covishield vaccine as per the guidelines of MOHFW. Even, non-Railway employees are also being vaccinated at this Hospital.

Till date, 3012 swab samples have been collected for RT PCR tests for COVID - 19 patients here. Rapid Antigen tests for COVID -19 detection is also being done for emergency admitted Patients in this Hospital. ■

'No Mask-No Metro' Campaign in Metro Railway, Metro Rakes Sanitized to Combat the Covid Pandemic

In the wake of the present pandemic situation, Metro Railway took several initiatives to make commuters aware about the importance of the use of mask in station premises and trains. Metro RPF and other station staff conducted 'No Mask -No Metro' campaign at Metro platforms and also in running Metros regularly. All Metro commuters were requested to wear mask and co-operate with Metro Authorities in the fight against COVID. They were also counselled about the Covid Protocols. Commuters appreciated this campaign taken up by the Metro. This apart, Metro Authorities regularly sanitized the Metro rakes as a precautionary measure to combat the COVID pandemic.



Metro RPF conducting 'No Mask-No Metro' campaign inside a running metro to spread the message of covid awareness on 13 May, 2021

Posters and banners were also on display at all Metro stations and frequent announcements were made in Metro premises to make commuters aware about Covid Appropriate Behaviour. ■

Covid-19 Vaccination Drive all over Indian Railways













Shri Sanjay Kumar Mohanty takes over the charge of new Member (Operations & Business Development) Railway Board



Shri Sanjay Kumar Mohanty has taken over the charge of new Member (Operations & Business Development) Railway Board (Ministry of Railways) and Ex. Officio Secretary to the Government of India today i.e. 01/05/2021. Shri Mohanty was General Manager, South Eastern Railway prior to his elevation to the post of Railway Board Member.

Shri Sanjay Kumar Mohanty is an Alumnus of the Delhi School of Economics and belongs to the 1984 batch of Indian Railways Traffic Service (IRTS). Shri Mohanty worked in various important posts in Indian Railways viz. Principal Executive Director (Traffic Transportation)/Railway Board, Senior Deputy General Manager & Chief Vigilance Officer in East Coast Railway, Divisional Railway Manager in Khurda Road Division etc.

Shri Mohanty also worked with distinction in various senior capacities at Mumbai, Nagpur, Jhansi and in Konkan Railway, where he was well-known as the System Builder for various innovations in administration and train operations. His contribution in rail transportation over Indian Railways is noteworthy, vast and varied. ■

Shri Sanjeev Mittal takes over as Member (Infrastructure) Railway Board



Shri Sanjeev Mittal has taken over as Member/Infrastructure & Ex-officio Secretary to Government of India. He is an Indian Railway Service of Engineers (IRSE) Officer of 1982 Batch. He was General Manager, Central Railway before taking over as Member/ Infrastructure. He completed his post graduation in Structural Engineering from Indian Institute of Technology, Roorkee. He had a brilliant academic career where he bagged three gold medals including Chancellor's Medal at IIT, Roorkee. Some of his important assignments include Chief Administrative Officer (Construction), South Eastern Railway, Chief Engineer (Track Machines) & Chief Engineer (Planning) and had a long association with the Mumbai Railway Vikas Corporation as Chief Engineer. He was also Chief Bridge Engineer, South Western Railway, Divisional Railway Manager, Hubballi, South Western Railway, Chief Safety Officer, Western Railway, Senior Deputy General Manager & Chief Vigilance Officer, East Central Railway.

As GM/CR, he led from the front during this ongoing pandemic period that too in the state of Maharashtra, which has been the most affected state, to ensure that the railway staff and officers remain in high motivation to serve the country. During his tenure, CR planned and arranged running of highest number of shramik special trains overnight from Maharashtra and also ran first Kisan rail and first Oxygen special train. Shri Mittal made exceptional contribution to the Indian Railway when he launched PSC girder of 800 MT by using novel technology in which tidal energy was used to transport and launch the girder at piers in construction of 2 bridges totalling 2 km in length across Vasai Creek near Mumbai. He has visited at least 20 countries on various occasions for training on the subjects like High Speed and Heavy Haul Technologies. ■

How Indian Railway is Fighting corona virus

Shri Anil Saxena
Freelancer

In the second wave of Covid-19 this year, the older population continues to be more vulnerable whereas only a marginal increase has been recorded in the number of younger people testing positive for coronavirus, said Indian Council of Medical Research (ICMR) director general, Dr Balram Bhargava. Nearly six months after the peak of the first wave in September 2020, coronavirus cases in India once again started rising from the first week of March signalling the arrival of the second wave of the pandemic in the country. Doing an analysis of the first and the second wave of Covid-19 that hit India in 2020 and 2021 respectively, the ICMR DG said that there is no major shift in the way different age groups have been affected by Covid-19 in the two waves.

Railways and Air Force have been deployed to reduce the travel time of oxygen tankers and assured states of the Centre's full support in the fight against the pandemic.



The national transporter, used by more than 23 million passengers every day (on an average), is critical to India's virus containment plan. The Ministry of Railways has already taken a number of steps in view of the coronavirus outbreak that has now been declared a global pandemic. With coronavirus cases in India crossing 6624 mark, the Railways has stepped up efforts to minimise the spread of the outbreak. The national transporter, used by more than 23 million passengers every day (on an average), is critical to India's virus containment plan.

The Ministry of Railways has already taken a number of steps in view of the coronavirus outbreak that has now been declared a global pandemic. Here are five measures the Indian Railways has taken on coronavirus:

As a precautionary measure and to discourage nonessential travel and overcrowding of trains, so far total 155 pairs of low occupancy trains are cancelled till March 31. The trains are cancelled keeping in view the availability of alternate trains for passengers and ensuring that no passenger shall remain stranded. Full refund is being given to all the passengers whose train has been cancelled.

To discourage unnecessary travel and to prevent the vulnerable category of senior citizens from undertaking unnecessary travels, concessional booking of all tickets except patients, students and Divyangjan category for unreserved and reserved segment are being suspended from March 20.

To avoid unnecessary crowding at Railway Stations in wake of spread of COVID-19, it has been instructed to DRMs to review the situation over railway stations and raise the price of platform tickets to ₹50 wherever necessary.

Advisories are being issued to passengers to avoid non-essential train journeys and to ensure that they do not have running fever while they are commencing the journey. At any point of journey if passenger feels that he is having fever, he can contact the railway staff for medical attention and further assistance.

Regular announcement are being done on public address system of railway stations and trains to sensitize the public about various Do's & Don'ts.

Covid Care Coches

Piyush Goyal-led Indian Railways has converted its coaches into COVID-19 care Coches. At present, according to the Railway Ministry, as many as 4,002 converted coaches are available with Indian Railways in its 16 zones and these covid care coaches can be made available for the state governments on request, according to ANI. Recently, Railway Minister Piyush Goyal said that the Modi government is leading the fight against the COVID-19 pandemic. As many as 50 COVID-19 isolation coaches with a total of 800 number of beds are ready at Shakur Basti railway station. Besides, 25 coaches will be available at Anand Vihar railway station in Delhi. The national transporter can set up over 3 lakh isolation beds across the country on states' demand, the minister added.



According to the Railway Ministry, isolation covid care coaches have started functioning at Nandurbar, in the state of Maharashtra with COVID-19 positive patients being admitted. The covid care isolation coaches at Nandurbar have been covered with layered gunnies as well as water drip system for lowering the temperature.

Amid the rising cases of covid-19 cases in the country and the transportation of medical oxygen became a crucial issue, Indian Railways took the movement of oxygen express as a challenge and successfully ran the first oxygen express from Kalamboli to Vizag and back upto Nasik. The moment railways got the request, it made ramps at various places immediately for the movement of liquid medical oxygen tankers and the ramp was made in only 24 hrs time at Kalamboli.

HIGHLIGHTS

- Oxygen Express unloaded three tankers in Nagpur and will arrive in Nashik on Saturday morning
- A green corridor is being created for fast movement of 'Oxygen Express' trains: Railways
- Indian Railways is also turning empty coaches into isolation wards for Covid-19 patients

Indian Railways is now operating an 'Oxygen Express' to aid the country in its fight against the second wave of Covid-19 infections. On Friday, India recorded more than 3 lakh new confirmed cases of the novel coronavirus for the second day in a row. The 'Oxygen Express' left from the Rashtriya Ispat Nigam Ltd facility in Andhra Pradesh's Vishakhapatnam on April 22 and arrived at the Nagpur railway station in Maharashtra at 8.10 pm



Piyush Goyal
@PiyushGoyal
•Apr 23

उत्तर प्रदेश में ऑक्सीजन की आपूर्ति हेतु बोकारो स्टील प्लांट से ऑक्सीजन एक्सप्रेस लखनऊ के लिये चल चुकी है। इसके जल्दी पहुंचने के लिये ग्रीन कॉरीडोर बनाया जा चुका है। राज्यों में ऑक्सीजन की तेजी से, एवं समुचित सप्लाई के लिये, रेलवे प्रतिबद्ध है, और निरंतर कार्य कर रही है।



on Friday. A Roll on-Roll off (Ro-Ro) service, the 'Oxygen Express' was sliding with seven tankers carrying liquid medical oxygen (LMO).

While three of the tankers were unloaded at the Nagpur railway station, the others are headed to the Nasik Road railway station in Maharashtra. They will arrive in Nashik on Saturday morning.

According to reports, similar trains will be run between Delhi, Odisha and Andhra Pradesh in the coming days.

The Indian Railways said a green corridor is being created for the fast movement of the 'Oxygen Express' trains to ensure supply of medical oxygen in bulk.

For this purpose, tankers placed on DBKM (flat wagons) were placed at Kalamboli and other locations for loading of liquid medical oxygen.

Union Railways Minister Piyush Goyal had said in a tweet on Thursday, "Railways continues to serve the nation in difficult times by transporting

essential commodities and driving innovation to ensure the wellbeing of all citizens."

Apart from transporting essential medical equipment, the Indian Railways has also converted a number of coaches in different parts of the country into Covid-19 isolation wards. A number of such 'isolation coaches' are housing coronavirus patients in Maharashtra's Nandurbar. Similar initiatives were taken by the Indian Railways last year as the country grappled with a surge in Covid-19 cases.

COVID-19: Indian Railways converts 2,500 coaches into isolation wards

Of the target to convert 5,000 coaches into an isolation ward, railways already converted 2,500 coaches into isolation ward in the first phase, said railway officials. With the conversion of around 2,500 coaches, 40,000 isolation beds are now ready. On average, 375 coaches are being converted by Indian Railways in a day. The work is being carried out at 133 locations in the country. Indian Railways has decided to modify 20,000 coaches into quarantine/ isolation coaches to augment the quarantine facilities to treat COVID-19 patients.

This decision was taken after a meeting between Armed Forces Medical Services, Medical Department of various Zonal Railways, and Ayushman Bharat, Ministry of Health and Family Welfare.





Non-AC sleeper coaches are being converted into isolation wards for patients.

Indian railway employees fix mosquito nets as they work to convert a train coach into an isolation ward for the fight against the new coronavirus.

"Each cabin of the coach has been converted into an independent isolation ward which shall accommodate one patient. There are nine such cabins in one coach. Following modifications have been done in each coach. Middle berths have been removed from these cabins for keeping two feet bed space on the berths. "Extra bottle holders and electric points are provided for medicines, IV Fluids and medical equipment like oscilloscope monitor, suction apparatus, etc. A foldable stool is available under the berth for keeping the medical equipment.

There will be plastic curtain for each cabin as a measure of isolation.

Air Plastic curtains have been placed between two cabins for privacy and isolation. The side berth end panel walls of the coach near the entry/exit doors have been removed for easy access of stretcher.

"One of the four toilets of the coach has been converted into a bathroom with a facility for shower, bucket, and mug. Insulated bamboo sheets put up on the roof and the sidewalls of the coach for reducing the heat transfer and temperature inside the isolation ward..

All the middle berths in the coaches and the ladders to climb on to middle and upper berths would be removed for easier movement. There will be extra bottle holder and there will be 230V sockets in each cabin.

There will be plastic curtain for each cabin as a measure of isolation.

The partition on the end side next to main doorway will be removed on each end.

According to an official, Indian Railways have already coaches with fully equipped operation theatre which are used to treat the injured in train accidents.



To help in the fight against coronavirus, Indian Railways is offering its coaches as isolation wards in case of contingency. Indian Railways had earlier committed to convert initially 5,000 coaches into isolation wards for coronavirus patients and within a week it has met half its goal. With the conversion of around 2,500 coaches, 40,000 isolation beds are now ready for contingency.

These coaches are equipped as per medical advisories issued. Earlier reports had said that only non-AC ICF sleeper coaches are planned to be converted to quarantine coach. Director General Railway Health Services had issued detailed standard operating procedure for operation and use of these quarantine train coaches.

Some of the recommendations were to convert first cabin into store or paramedics area, with facility of setting up two oxygen cylinders. Middle berth has to be removed and extra bottle holders to be added in each cabin for holding medical equipment. It also said that extra three peg coat hooks, two per cabin, is to be provided, along with mosquito net on windows. Each cabin will be provided with three dustbins of red, blue and yellow colour with foot-operated lids suitably lined with garbage bags. The coaches are to be insulated for heat with bamboo/khus mats at the roof and sides. Some other protocols included all charging points to be functional and amenity fittings to be in place, upholstery in good condition and broken panels replaced.

It may be noted that these isolation coaches are being prepared only as a contingency and to supplement the efforts of the Ministry of Health in fighting the COVID-19.

Piyush Goyal✓@PiyushGoyal

Now, Railways will offer clean, sanitised & hygienic surroundings for the patients to comfortably recover. #IndiaFightsCorona. ■

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Impact of Covid-19 : The other side to IR

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

While I wish to share our convenience out of the prevailing inconvenience from various quarters, undoubtedly we do share our sincere concern with fellow human beings and so invariably and rigidly follow all the instructions of medical terms and other guidelines (for do's and don'ts) from the Government to save ourselves and others from the present dangerous situation due to Corona fever.

It was in December, 2015 due to unprecedented flood, we the 'Chennities' experienced an 'imprisonment' in our own houses while those who lost their houses were lodged in central locations like schools, night shelters, marriage halls, etc… I had to recall this because of the ongoing 'COVID-19' threat that has made the entire people in this world to keep them individually isolated to the maximum extent lest the disease being contagious is likely to be affected not only by air and other means, but also through just hand-shakes. Now this threat had developed to the extent of our Government promulgating 144 (in the first of its kind in the Indian History that I could witness since my birth in 1944) besides the initial order not to assemble in large for public events including functions and funerals apart from restricting even devotees to visit the worshiping places. Schools and colleges have been closed {Thank God, because the schools are closed, the students are escaped from the ordeal of wandering in the streets with 'placards' (on COVID-19) under scorching sun in the name of creating 'awareness'} for twenty one days. Almost all shops, leaving few meant for essential items like milk, medicine, vegetables and groceries, remain closed while peoples' journey to outstations by roadways, airways & waterways is totally blocked. Many responsible citizens with suspected illness keep themselves in 'quarantine' on their own.

Now, the situation is such that both aged and children are confined in their homes. Interestingly we repeat our Dec.2015 experience now. Yes, now that we have to restrict all our outside movements for any matter, to pass time, we have started playing only indoor games and renewed all long forgotten traditional games like Pallanguzhi, Dayakattam, Paramapadam, Ezhangal (Seven stones), Pondy, Cowry (Chozhi), etc., in addition to present day kids' interested games like carom board, chess, cards, shuttle cocks, monopoly and International Business, Ludo, Snake & Ladder, etc.. In this way, the children are kept their attention diverted to make them remain indoor round the clock by playing all such indoor games as well as developing their book reading habit besides limiting their attention towards the idiot boxes.

Now it has become their 'ME TIME' to try with all their interested activities like Paper works (Origami), Paintings and Play things making with play dough, besides gardening as well as cleaning processes and so on. Elderly couple avail this golden opportunity for telling them (moral) stories to grand children and playing with them to maximum time. In normal days most of the time the children will be at school and in other extra classes for Dance, Music, Key Board, Yoga, Karate, Drawing, etc., apart from coaching classes for many subjects and sports by which reason they are able to spend very little time at home.

The only difference found between 2015 Deluge and the present Corona fear & fever is that nothing was available to us to avail then but now everything is available but we could not avail. But now, for good or bad, the outside world has made the kids to remain indoor with parents and grand parents who are enjoying this chance in full and make the children to realize the value of being at home spending time with all family members in a lovely atmosphere that has happened to experience in a different way departing from their routine life. It is an unexpected chance of a 'QUALITY FAMILY TIME'. It is the 'Pleasure of Convenience' out of 'Pressure of Inconvenience'.

On the other hand, except eating and sleeping, there is no concrete schedule to follow and all our daily works are just 'optional' due to plenty of time to spend. Those who are accustomed with their selfish attitudes are now more glued with TVs., Cell Phones & Computers. The harmfulness of these electronic radiating appliances is well known to all and even then, the ill effects of viewing TV (the innumerable channels of which run all the 24 hours – Non-Stop/Break-Free causing the eyes weak and minds corrupted with the third rated degree of Cinemas and Serials besides immoral dances and dialogues ignoring all etiquette and culture in the name of humour and comedy. Adding fuel to fire of all these on which people keep a continued concentration, innumerable 'Whatsapp'

messages are causing equal damage to the users/ viewers.

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

We were wishing each other with 'Namaste'; We were washing our hands and legs before entering our homes; We bathed after attending funeral, hair-cut shop; we washed our hands both before and after taking the food before the advent of 'tissue paper' culture for mouth & toilet cleaning. This rigidity was more if there were new born and patients at home. Whoever it was or however close everyone was kept at a respectful arm distance only. We followed mostly a pure vegetarian diet.

In our custom, keeping clean ourself, our house and our street has been a regular process in daily life – (It is also differently said that if we ask the people to keep their houses clean, then they will make the streets ugly)—Wake up in the morning before Sun rise – i. Clean the house both inside and outside; ii. Decorate the street with 'Kolam' after sweeping with cow dung mixed water & iii. lit light in the Pooja room and prostrate the Almighty – And repeating these processes in the evening just before Sun-set. Thus these routine acts (by which the saying "Prevention is better than cure" was well realized) kept automatically the village/town and then naturally the whole living circumstances hygienic. Garbage & wastage as well as human animal excreta were treated as manure in agricultural fields. In the name of cultural modernization and due to increased population these good habits have gone with the winds and long forgotten.

For a healthy and wealthy environment for everyone, a story is said like this in our Country. Both Sridevi (Goddess for good) and Moodevi (Goddess for bad) would be visiting every house in the morning and evening. Being Goddesses, they would be omnipresent but invisible. Where the house is well maintained, Sridevi would enter and where the house is ill maintained Moodevi would enter and thus ill or well, the family would be blessed/cursed accordingly. There exists a joke on this subject. Once both Sridevi and Moodevi jointly visited a house and asked the owner to judge who among them is beautiful so that, that one will remain with him for ever. The person understands that whomever he supports would certainly invite the enmity of either one of them and that will make his life miserable. The prudent man thought for a while and intelligently responded thus: "Sridevi, You are beautiful when coming in and Moodevi, You are beautiful when going out". Thus he availed the blessings of Sridevi for good health and wealth and escaped from the wrath of Moodevi.

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

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

NAMASTE !!! **TOUCH ME NOT!!! —**
{Impact of Covid-19-The other side – Part Two}

With the advent of COVID-19, first of all we have lost our 'personal touch'. In the name of Social Distance, 'Embracing' our loved ones putting our heart and sole together has become an 'Embarrassment'. There were in earlier days many kinds of peoples kept 'untouchables' because of their illness like leprosy, cancer, etc.. They were prohibited to enter into hotels but offered food items only to take on parcels. We are now not even allowed to pat our pets. It is already a vanishing practice from our Doctors who used to hold our wrist to check our pulse rate and now it has become totally out of question. In the wake of disintegrating Joint Family System, the distance between the members of the family even in nuclear ones are even more widened for various reasons. It is not uncommon in the present days scenario even before COVID-19, that people do not speak face to face for so many reasons and often liked mostly to remain isolated under the unwritten policy of 'do not disturb and do not get disturbed'. The distance between the elders and youngsters is an open secret in all spheres of life. The 'social distance' advocated is already in vogue in so many forms in our life cycle and it is nothing new to us. Only this term is new but its underlying meaning is too old. The most deplorable condition on this score has placed all of us to forget our long time culture (which is already on decline on its own since the nuclear family came into existence) of our togetherness. It is the greatest strength in all walks of our life with the basic logic of 'United we stand; divided we fall'; and 'Unity is strength'. Togetherness being the special bond that ties our Joint Family System- a special gift of our culture kept us pray together, work together, laugh together, grow together, learn together, earn together, eat together, sleep together and stay together (Of course it is a different matter that 'living together' does not confirm 'living united'. In the name of 'social distance' this unique feature of India's glorious heritage may start vanishing. I am at a loss to understand whether we are now living together or leaving together on account of this. It was our traditional custom to keep our mouth covered with our both hands and talk to our elderly persons, particularly with our Priests, Saints and Sages from a respectful arm distance as a mark of respect and to show our submissiveness. Next there will be no more human chains by political parties to show their solidarity. Nor there can be dialogues to call the people as **"அலை கடலென திரண்டு வாரீர்" *** for exposing the strength of the party only through people's crowds for party meetings. Intimacy of friends always shown by means of putting their hands on each other's shoulders is to be forgotten. Then what is going to be 'social distance' to be maintained between the couples; between the parents and children; and between playful children? How the elders are going to bless the youngsters profusely without touching their heads/foreheads or how the youngsters are going to prostrate the elders without touching their feet? Imagine the deep metal spoon with one meter long hand to serve food items on our plate either at home or restaurants in order to maintain social distance? Diseases like cholera, plague, dengue & madras eye came and gone. It is certain that the present COVID-19 too will be vanished soon. But will the basic 'personal touch' habit permeated in our blood to mean our true love and affection between the human beings come back or will they remain memories of the past in future? God Only Knows !!! The biggest question that stands in front of all of us now is "Will this Paradise lost will be regained or will it be lost once for all?" Sadly, events of deaths and accidents don't and can't respect social distancing norms. Is it not? ■

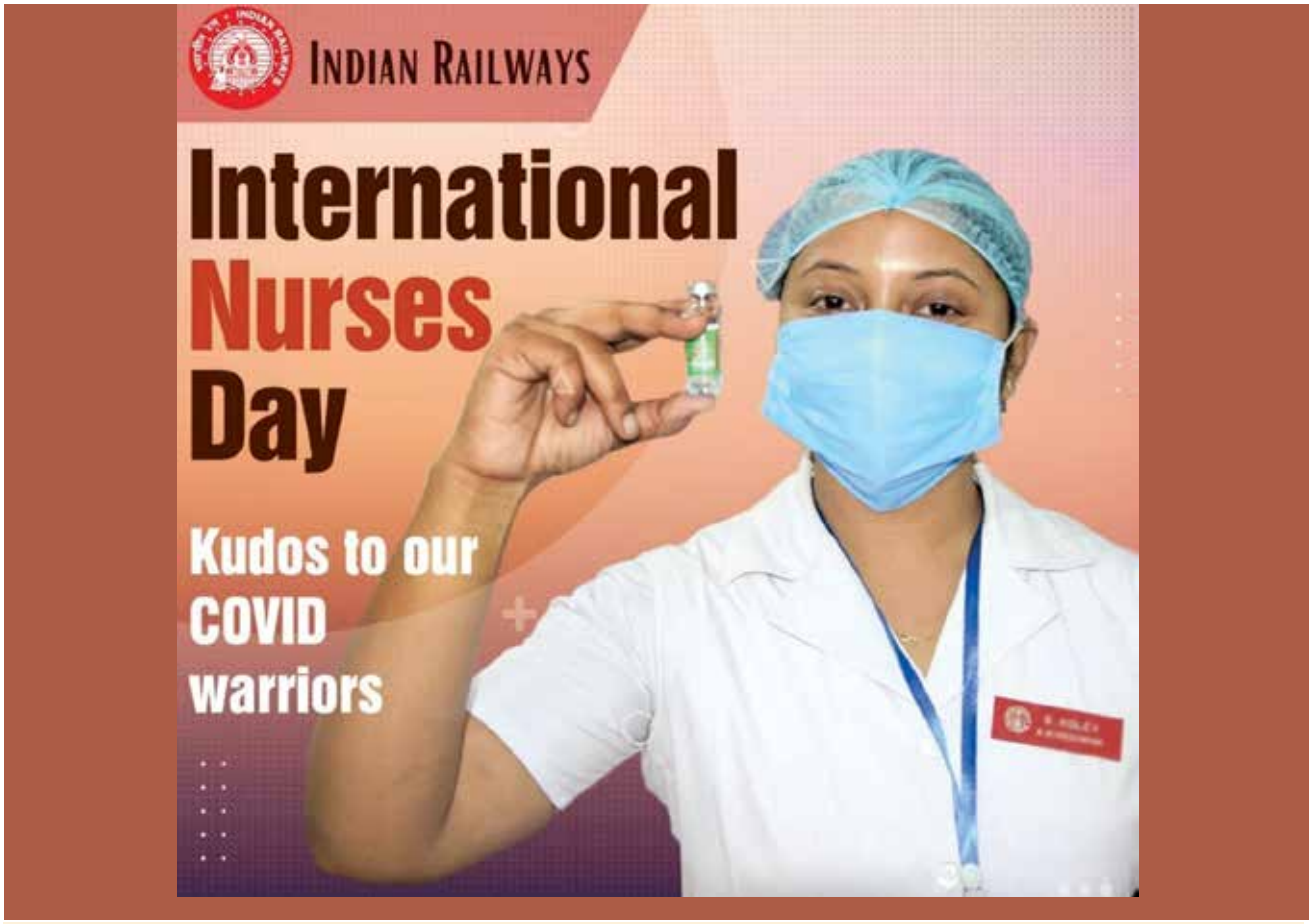
"அலை கடலென திரண்டு வாரீர்"

*** It is just a phrase used in Wall posters to attract people's crowd for large attendance in public meetings, mainly during election campaigns. In English, it means "Come and gather like sea waves".**

I used this phrase to mean that it is practically impossible to give a call like this in the present Corona scenario as there is a must to maintain minimum social distance besides heavy restrictions for people to assemble in large numbers.

KIND ATTENTION, READERS

Due to some unavoidable circumstances, the Special Annual Issue of the magazine, which is usually published in the month of April, is being delayed this year. Annual issue 2021 will be published later this year.



12th May, the birth anniversary of legendary Florence Nightingale, is celebrated every year as International Nurses Day all over the world to commemorate the contribution of Nursing staff to the society. In the backdrop of Covid pandemic the day assumes added significance this year. Various functions were held all over Indian Railways to observe the day. The magazine salutes not only the Nurses but also the entire fraternity of medical and para medical staff of Indian Railways for their relentless fight against the Corona Virus. The theme this year was "A Voice to Lead - A Vision for Future Healthcare"

East Coast Railway





International Nurses' Day was celebrated on 12th May, 2021 at Central Hospital, ECoR, MCS, Bhubaneswar, thanks to the nurses, their dedication and work especially during the ongoing pandemic. ANO/CH had gone personally to Covid ward for celebrating with all nurses who were working there. ■

Western Railway

President, WRWWO, Smt Tanuja Kansal awards ₹ 50,000 as a token of appreciation to nurses at WR's Jagjivan Ram Hospital



The nurses of WR's Jagjivan Ram Hospital at Mumbai Central taking a pledge on the International Nurses Day.

Western Railway Women's Welfare Organisation (WRWWO) has always come forward to provide help and care to railwaymen & their families. It has continued to work relentlessly and has dedicated itself towards multifarious welfare activities. This organization has always held aloft the banner of such benevolent gestures, with Smt Tanuja Kansal - President of WRWWO leading it from the front, wholeheartedly and with great devotion. In continuation to this, Smt Tanuja Kansal in appreciation of the selfless work rendered by the nursing fraternity, especially during the trying & testing times of Covid-19, awarded the nurses at Western Railway's Jagjivan Ram Hospital an award of ₹ 50000 as a token of appreciation.

According to a press release issued by Shri Sumit Thakur – Chief Public Relations Officer of Western Railway, since breakdown of Covid-19 pandemic, Western Railway's Jagjivan Ram Hospital had become the combat zone. On 4th April, 2020, JRH turned into a full-fledged Covid hospital after the Ministry of Railways declared JRH to be a 100% Covid Hospital. It was first such railway hospital over Indian Railways. JRH took up this tough challenge and converted to a fully Covid hospital in the shortest possible time. From the month of November 2020, JRH Hospital reviewed the status and started offering services for the general i.e. non-covid Railway beneficiaries also. The hospital was segregated accordingly for treatment of both COVID and Non-COVID patients.

The International Nurses Day is celebrated every year on May 12 globally to appreciate the nurses' efforts. This day is also marked as the anniversary of Florence Nightingale, founder of modern nursing. The theme for the World Nursing Day this year has been 'A Voice to Lead – A Vision for Future Health Care'. Smt Kansal said that the vocation of a nurse is unique, who warms the hearts of patients with her kindness and compassion. Today as the world is facing the Covid pandemic, hospitalisations has increased. The nurses are playing a crucial role in taking care of each and every patient, be it in the form of medical attention or a few kind encouraging words and helps. Smt Kansal further said that the love, tender care and understanding of the nurses have made a difference in the lives of many people. Nurses have worked with full dedication going even beyond their call of duty to tend to the patients. In appreciation to the sincere and wonderful work done by the nursing staff, Smt Kansal declared an award of ₹ 50,000 to the nurses of JRH, which was well appreciated by them. It also boosted the morale of the nurses, as they experienced a sense of pride in the duty they were performing.

In the past too, WRWWO has made several donations, as well as felicitated Covid warriors in recognition of their services. Necessary and useful items such as Induction Cookers, RO water purifiers, Hot & Cold water dispensers were donated by WRWWO for the benefit of indoor patients and medical and paramedical staff of JRH. The organisation also donated Sanitizer Dispensers, Industrial mixers, etc to the hospital. During National festivals like Independence Day and Republic Day every year, WRWWO gives gift hampers to all the indoor patients at JRH and lifts up their spirit. It has also been generous in times of national calamities with its financial contributions and co-ordination in providing relief materials. ■

Central Railway

President, CRWWO Smt Tanuja Kansal awards ₹30,000 as a token of appreciation to the nurses at CR's Bharat Ratna Dr. B.R. Ambedkar Memorial Railway Hospital, Byculla



Smt Tanuja Kansal being administered the 2nd dose of vaccine





The nurses of CR's Dr. B.R. Ambedkar Memorial Railway Hospital, Byculla on the International Nurses Day

Central Railway Women's Welfare Organisation (CRWWO) is always in forefront to provide help and care to railwaymen & their families. It has continued to work relentlessly and has dedicated itself towards multifarious welfare activities. This organization has always held aloft the banner of such benevolent gestures, with Smt Tanuja Kansal, President of CRWWO leading it from the front, wholeheartedly and with great devotion in appreciation of the selfless work rendered by the nursing fraternity, especially during the trying & testing times of Covid-19, awarded the nurses at Central Railway's Dr. B.R. Ambedkar Memorial Railway Hospital an award of ₹30,000 as a token of appreciation.

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Smt. Kansal further said that the love, care and understanding of the nurses have made a difference in the lives of many people. Nurses have worked with full dedication going even beyond their call of duty to tend to the patients. In appreciation to the sincere and wonderful work done by the nursing staff, Smt. Kansal declared an award of ₹30,000 to the nurses of Railway Hospital, Byculla, which was well appreciated by them. It also boosted the morale of the nurses, as they experienced a sense of pride in the duty they were performing. ■



Writers and Contributors

Writers are invited to contribute articles on subjects like

Short Stories, Tourism, Health, Yoga, Cinema, Gardening, Meditation, Cooking, Sports, Famous Places Abroad, Trekking etc. in 800-1000 words/poems/quiz/puzzles.

Relevant pictures along with article may be sent only on Email ID
editorindianrailways@gmail.com

Indian Railway commissions Wi-Fi at 6,000th Railway station

Indian Railways has commissioned Wi-Fi at 6,000th Railway station. Indian Railway is continuing to extend the Wi-Fi facility at far flanged stations to connect the passengers and the general public with digital systems. With the commissioning of Wi-Fi at Hazaribagh Town falling under Hazaribagh district of Jharkhand state in Dhanbad Division of East Central Railway as on 15th May, 2021, Indian Railways commissioned Wi-Fi at 6,000 Railway stations.

Indian Railways have started its Journey by providing Wi-Fi facility at 1st Railway station Mumbai in January 2016. Thereafter, provided 5000th Railway station, at Midanpore in West Bengal and reached 6000th Railway station i.e Hazaribagh on 15th May, 2021. Also, on the same day Jarapada station in Angul District of state of Odisha was also provided with Wi-Fi.

The Wi-Fi facility at Railway Stations meets the objectives of the aspiring Digital India Program of Government of India. This will bridge the digital divide between the rural and urban citizens thereby increasing the digital footprint in the rural villages and also enhancing the user experience. Wi-Fi facility is being provided by Indian railways at 6000 stations now.

Provision of Wi-Fi facilities at Railway stations is on self sustainable basis with no cost to the Railways. This facility was provided with the help of RailTel, a PSU under Ministry of Railways. This task was carried out in partnership with Google, DOT (under USOF), PGCIL and Tata Trust.

- From 1 station to 6000 in 5 years, IR shows extraordinary speed in expansion of this passenger convenience
- Indian Railways continues to contribute to Digital India initiative and connect different parts of India with high speed Wi-Fi facility
- With the commissioning of Wi-Fi at Hazaribagh Railway station on 15th May 2021, Indian Railways commissioned Wi-Fi at 6,000 Railway stations
- Also, on the same day Jarapada Railway station in Angul district of Odisha also provided with Wi-Fi



State-wise Wi-Fi facility at Railway stations as on 15th May, 21 is as under:

SN	State/UT	No. of Stations
1	Andhra Pradesh	509
2	Arunachal Pradesh	3
3	Assam	222
4	Bihar	384
5	UT Chandigarh	5
6	Chhattisgarh	115
7	Delhi	27
8	Goa	20
9	Gujarat	320
10	Haryana	134
11	Himachal Pradesh	24
12	Jammu & Kashmir	14
13	Jharkhand	217
14	Karnataka	335
15	Kerala	120
16	Madhya Pradesh	393
17	Maharashtra	550
18	Meghalaya	1
19	Mizoram	1
20	Nagaland	3
21	Odisha	232
22	Punjab	146
23	Rajasthan	458
24	Sikkim	1
25	Tamil Nadu	418
26	Telangana	45
27	Tripura	19
28	Uttar Pradesh	762
29	Uttarakhand	24
30	West Bengal	498
Total		6000



Hazaribagh Railway Station is the 6000th Railway Station of Indian Railways to have been provided with wi-fi facility



Railway waives off charges for Covid testing and diet supplied during Covid related hospitalisation for Non Railway patients

Indian Railway has waived off charges for Covid testing and diet supplied during Covid related hospitalisation for non Railway patients. Government of India is following "Whole of Government" approach where all Ministries/ Departments are working as one to prevent and fight the spread of COVID-19 pandemic infection.

It has been decided by Board to -

I. To waive off expenditure incurred on RTPCR / RAT testing of Non Railway personnel in camps and group settings.

II. To waive off charges leviable for diet supplied during Covid related hospitalization.

Indian Railways has been at the forefront of fighting the Covid with all its might, from maintaining the supply chains and wheels of economy moving, providing Covid care coaches to running of Oxygen Expresses and keeping passenger train operations running in most trying circumstances. Waiving off these key medical charges is yet another step towards making health care accessible to all. ■

Railways maintain DOUBLE DIGIT GROWTH in Freight Traffic inspite of Covid challenges

Showing an extraordinary resilience against the Covid, Indian Railways has witnessed the DOUBLE DIGIT growth in Freight Traffic. Freight figures continue to maintain the high momentum in terms of earnings and loading in the month of May 2021 for Indian Railways.

Railways recorded more than 10% increase in Freight loading as compared to normal year of 2019-20. In FY 2021-22, Indian Railways total loading is 203.88 Million Tonnes (MT) which is 10% more than FY 2019-20 loading figures (184.88 MT). On mission mode, Indian Railways' Freight loading for the month of May 2021 is 92.29 MT which is 10% more than May 2019 (83.84 MT) and 43% more than May 2020 (64.61 MT).

The important items transported during May 2021 includes 97.06 million tonnes of Coal, 27.14 million tonnes of Iron Ore, 7.89 million tonnes of Foodgrains, 5.34 million tonnes of Fertilizers, 6.09 million tonnes of Mineral Oil, 11.11 million tonnes of Cement (excluding clinker) and 8.2 million tonnes of Clinker. In the month of May 2021, Indian Railways earned Rs. 9278.95 crores from freight loading. Wagon Turnaround time has seen an improvement of 27% in this month. In May, 2021, wagon turnaround time is registered at 4.83 days as compared to 6.61 in May 2019.

It is worth mentioning that a number of concessions/ discounts are also being given in Indian Railways to make Railways Freight movement very attractive. It may be noted that speed of freight trains has been enhanced in the existing network. Freight speed Improvement leads saving of costs for all stake holders. Freight speed has doubled over last 18 months.

Few zones (around six zones) have registered average speed of freight trains even above 50 Kmph. Due to geographical conditions, certain sections offer good speed to freight trains. An average speed of 45.42 Kmph is registered in May 2021 for freight trains which is 23% more as compared to 36.84 Kmph for the same period last year.

Covid 19 has been used by Indian Railways as an opportunity to improve allround efficiencies and performances. ■

- 10% log increase in Freight loading as compared to normal year of 2019-20
- In FY 2021-22, Indian Railways total loading is 203.88 Million Tonnes (MT) which is 10% more than FY 2019-20 loading figures (184.88 MT) for the same period
- In the month of May 2021, Indian Railways loading is 92.29 MT which is 10% more than May 2019 (83.84 MT) and 43% more than May 2020 (64.61 MT) for the same period
- In this May 2021, Indian Railways earned Rs. 9278.95 crores from freight loading
- Massive Improvement in wagon turn around time, speed enhancement of freight trains, incentives for freight customers, proactive work of Business Development Units have resulted in double digit growth in freight traffic

Congratulations

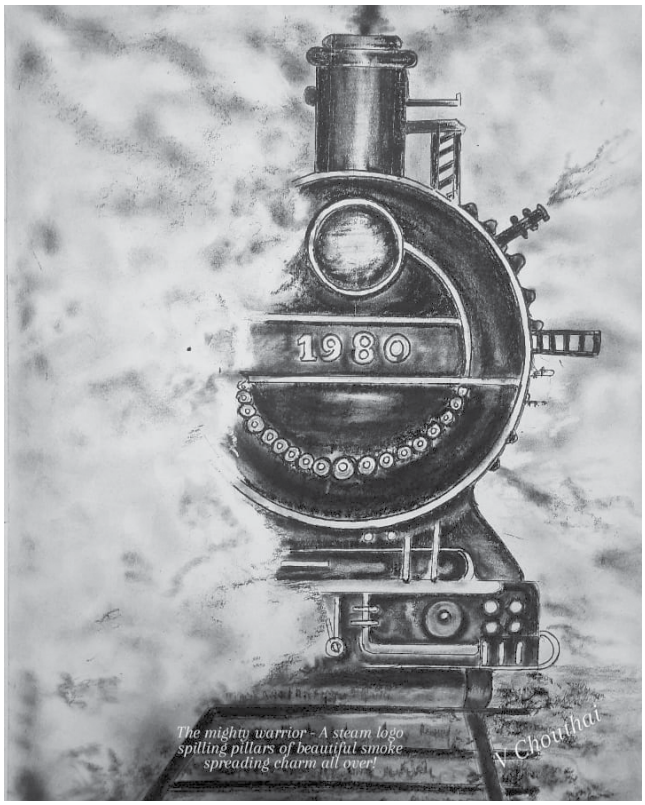


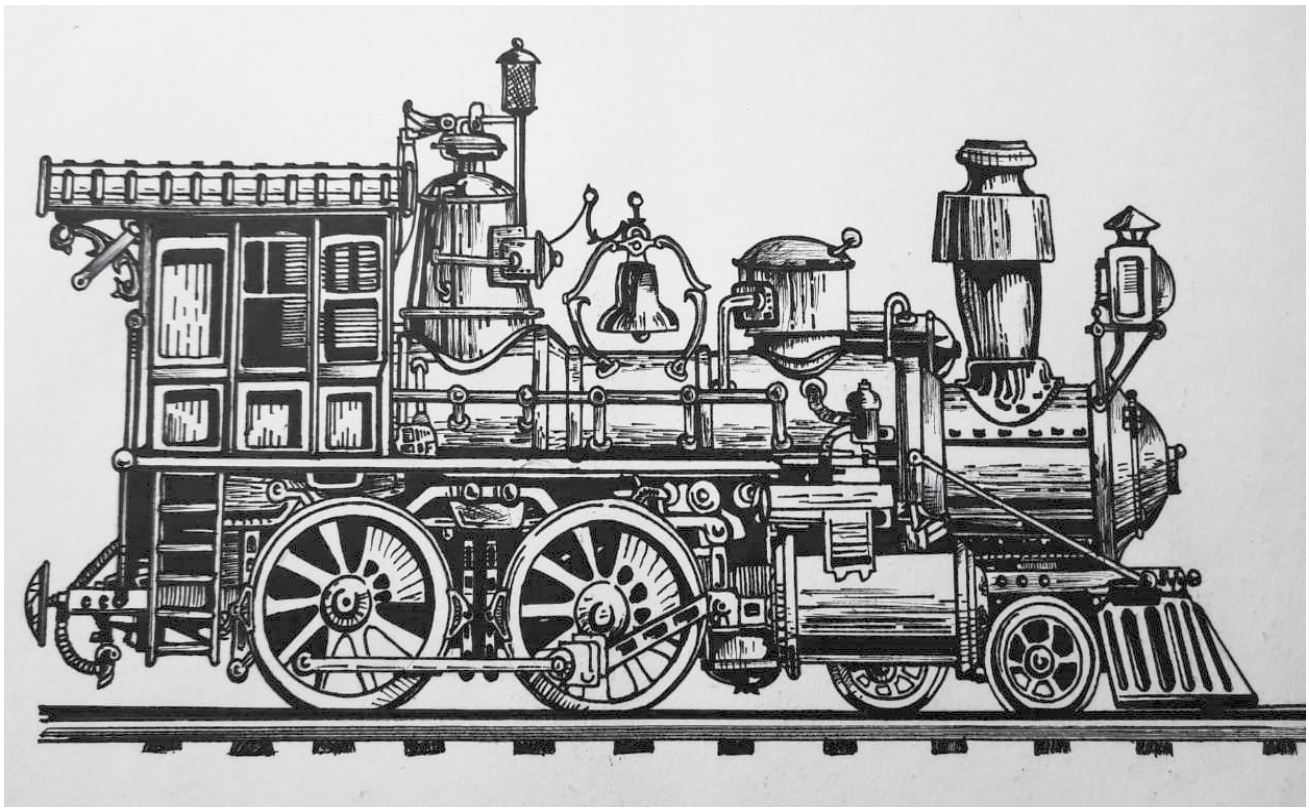
The Magazine congratulates Ms Mirabai Chanu for having set up a new world record in Women's 49 Kg Clean & Jerk event with a lift of 119 Kg in Asian Weight Lifting championship held at Tashkent in April 2021.

Painter : Shri Vijayendra Rao

Retired Station Manager, from Mallasandra







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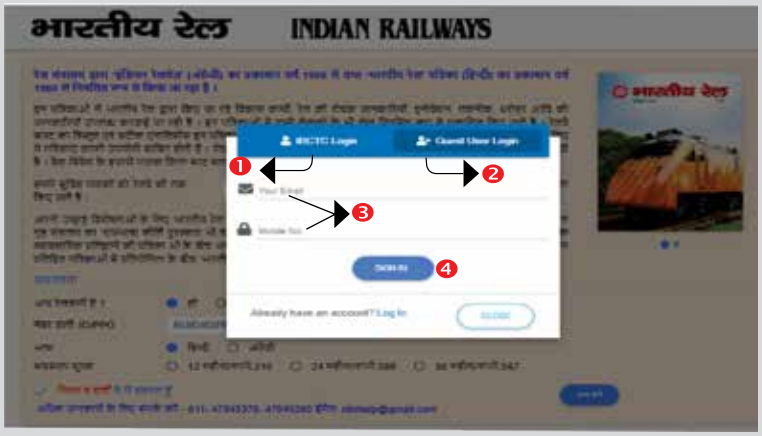
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❸ Click on **'Indian Railways'** magazine

STEP 3



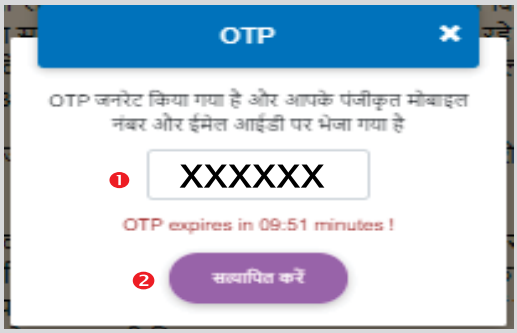
❶ If you have IRTCT login and password, use it in the box.

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

❸ Please submit your email and mobile no. in it

❹ Press SUBMIT

STEP 5



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

❷ Verify

STEP 6



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

❷ Choose the option of payment gateway.

❸ Press MAKE PAYMENT

RAILWAYS

g online to Indian Railways magazine

STEP 2

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



STEP 4

1. Register your full address with Pincode.



STEP 7



1. Fill up the details of payment mode.
2. If satisfied press PAY.
3. See the details of payment amount.

➲ Payment successfully will appear on the screen on completion of bank OTP procedure.

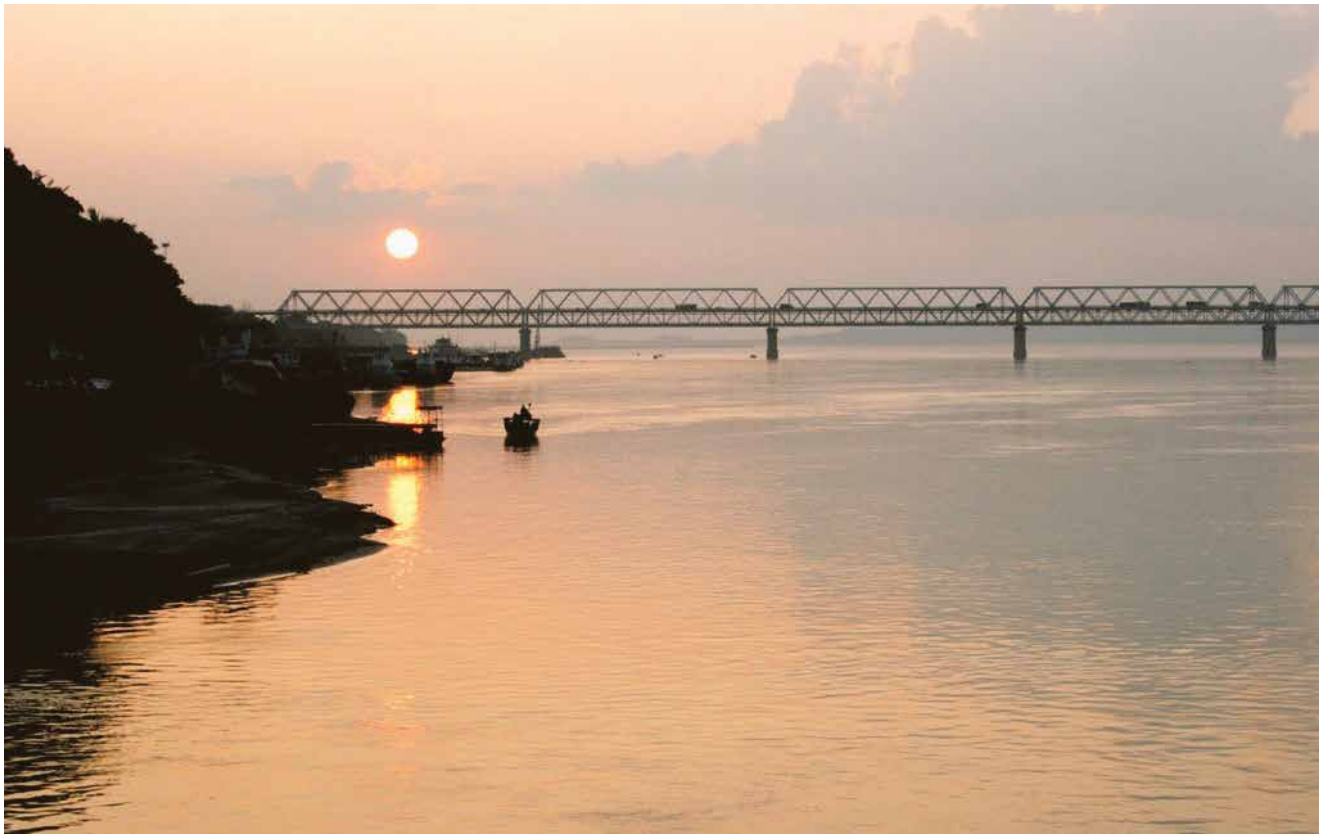
PAY ATTENTION

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

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



The scenic view of a train traversing through lush green terrain of Lumding - Badarpur hill section near Maibong station in Northeast Frontier Railway



The rising sun ushering new hopes for a better time ahead. A beautiful sunrise view of the Saraighat Bridge in Northeast Front Railway over the majestic river Brahmaputra



SRI D.K. PANDEY
IPF/West Post /ASN

On 15th November, 2020 Sri D.K. Pandey, IPF/West Post /ASN received a telephonic information from New Delhi regarding a kidnapped girl being sent from New Delhi by Train No. 02304 DN. Shri Pandey immediately swung into action and as the train arrived at Asansol, the kidnapped girl named Bahar Prasad aged 15 yrs. was rescued. The girl gave information about another kidnapped girl being transported in the same train. Subsequently, she was also traced and detrained at Durgapur. Both the girls were handed over to Delhi Police under proper escort of lady RPF staff. ■

SHRI SARAJIT BALA
IPF/West Post /ASN



On 20th Jan., 2021, goods train EL 27092 59 BOXN after loading of boulders from Harinsingh was moving to Rampurhat Jn. At about 06:50 Hrs acting key man Shri Sarajit Bala of gang no 2 at Km 108/7-8 noticed a hanging part from the wagon which was 2nd from rear. It was opening about 50% ERCs on one side of the Rail from Km 111/0 to 104/7. Shri Bala immediately informed gatekeepers of LC 30, 31 to stop the train and informed the Station Master/ West cabin/Rampurhat Jn. Gatekeeper of LC 31 stopped the train on banner flag. The Guard along with Gatekeeper secured the hanging part. PW Staff attended the site and all opened ERCS were fixed. Due to his prompt initiative, Shri Bala helped Railways avoid a major accident on that day. ■



SHRI S. DAMODARAN
Tech/Gr-I/FLT Driver

Shri S. Damodaran, Tech/Gr-I/FLT Driver played a key role in the rescue operation of men and materials which lasted for 10 hours from 03.30 hours in the morning on 26th September, 2020 when a major fire accident took place in Furnishing Factory of ICF. Due to his dedicated and daring efforts in clearing the material from the Fire accident site, materials worth crores of rupees as well as precious human lives were saved on that day. ■

Alert Loco Pilot **Sri Rajeev Kumar** and Asst Loco Pilot **Sri G.K. Das** of train no-07541 Siliguri-Dhubri Passenger noticed one big elephant on railway track at about 6:20 hrs while passing km 70/0-4 between Chalsa Jn -Nagrakata in Dooars area in North Bengal on 10th April, 2021. They stopped the train by applying emergency brake and saved the wild elephant.

Alert Loco Pilot **Sri S.C.Sarkar** & Assistant Loco Pilot **Sri T.Kumar** of 03248 Up Capital Express Special suddenly noticed one crossing the track with her baby from at KM 162/2-3 betn RVK-APDJ on 7th April, 2021 & stopped the train applying Emergency brake. ■

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

Short stories/ Poems/drawings/quizzes (MCQ or one-word answer type) are invited from children.

Entries may be sent to editorindianrailways@gmail.com.



Yuvraj Avnish Yadav
VII Standard
Date of Birth : 11.08.2008





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











Vaishnavi Singh
Date of Birth : 17 December, 2012
St. Joseph's School, Khorabar,
Gorakhpur









CREATIVE MINDS :
Youth wins hearts with his Paper models of Trains

Adhwaith Krishna, a 13 year old boy from Thrissur's Cherpu, is winning hearts on social media through his handicrafts made during the Covid 19 lockdown out of small rolls of newspaper. The latest edition of his is a model of a GSLV MK III rocket made from 75 sheets of newspaper over a period of 60 hours. The pictures of the rocket which was crafted with lots of detailing and dexterity, are widely shared on social media.

The class VII student of CNN HIGH SCHOOL, CHERPU, started making crafts using newspaper during the lockdown when he had no access to other materials like cardboards and hard paper. Adwaith says "I started it as a leisure activity after online classes and I got the idea from Youtube. I started the work by making the model of a bike using newspapers as the shops were closed I could not get other materials", says young Krishna.

In June 2020, with the pictures of a replica of an old steam locomotive he made in three days using 30 sheets of the newspaper had caught the attention of the Southern railway and was shared in its Official twitter and facebook handles. The picture were later shared by Indian railways and railway Minister Piyush Goyal on twitter praising Krishna's skills.

"During the Onam vacation he got enough time to work on the rocket. Astronomy and space science is his passion and he has been working on getting the exact design of the rocket from internet" said Manikandan Kizhakoot, Krishna's father. Adhwaith works on woodcrafts too and has won prizes in drawing and wood carving in school level competitions.



Adhwaith Krishna
Class VII, 13 year-old,
CNN High School, Cherpu

Adhwaith Krishna, is the grandson of well known Master craftsman late Kizhakoot Manikkan Achary. Manikandan Krishna's father is a handicraft sculptor and artist too, who works mainly on wood and we can see a lot of wooden art creations in his art gallery ADHWAITHAM in Cherpu and he said that working on paper crafts is more strenuous, it demands a lot of patience and precision. Saritha, Krishna's mother is very happy with the talent of her son.

Adwaith Krishna caught the attention of media and his interviews got featured in Asianet News Channel, Times of India, One India - Daily Hunt and many other regional and national media. He recently participated in a National level science fest held by Fevicol on the topic "sources of Energy" in which he made a model city working on solar power using cardboard. Railways continue to attract young innovative minds like Adwaith Krishna who inspire generations to follow with their creative pursuits. ■

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The magazine mourns the death of those Railway employees who have lost their battles against Corona. With a heavy heart and tearful eyes, the magazine prays to the almighty to rest their souls in peace.

Shri Alok Kansal, General Manager, Central Railway launches File Sharing System

Shri Alok Kansal, General Manager, Central Railway launched File Sharing System on Central Railway on 10th May, 2021. The FSS is a handy tool which will facilitate "Work from home" during the Corona pandemic and also faster, reliable and common platform for data sharing among the HQ and Divisional officers. The system implementation has been done by the telecom team in coordination with IT centre of



Central Railway. Facility of shared folder is provided over Headquarter departments and in Divisions upto the level of Deputy and Branch officers respectively. Shri Alok Kansal while introducing this system, said that this will encourage data exchange and information pool where it will serve as a very effective tool in present times when work from home has become the need of the day. ■

General Manager, Central Railway conducts Safety inspection in Suburban and Ghat sections of Mumbai Division

Shri Alok Kansal, General Manager, Central Railway conducted safety inspection in Suburban and Ghat sections of Mumbai Division on 14th May, 2021. Shri Shalabh Goel, Divisional Railway Manager, Mumbai along with officers, was present on the occasion.





Shri Kansal inspected various ongoing works in CSMT-Kalyan, Kalyan-Karjat, South East Ghat, Karjat-Panvel sections. He also reviewed works related to pre-monsoon preparedness and passenger amenities. He instructed the officials to analyze the root cause for system improvement.

Shri Kansal instructed to launch a drive to lift even a single rail piece lying unused in various sections of division. He re-iterated an expeditious disposal of pre-monsoon activities and instructed to complete them before May end. During his inspection, he tried to sensitize the field staff regarding the routine and pre-monsoon duties. He also asked the Divisional officials to regularly check the quality of water supply, carry out safety audit of road over bridges/foot over bridges, follow the concept of maintenance arrears and enquired about the vaccination of field and office staff and asked to explore every possibility to get vaccine for staff.

Shri Kansal announced awards for cleanliness of the stations enroute, maintenance of transmission lines including inspection by drones and recording OMS with 'Nil' peak beyond 0.2 g about quality of running.

All Covid Protocols & norms were strictly followed during this inspection. ■

Northeast Frontier Railway Takes Several Steps for Better Customer Interface

Easier and increased freight transportation to boost local economy

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

Several steps taken by NFR during February, 2021 for better customer interface are:

- In order to augment revenue from Goods segment

Jogbani station under Katihar Division was notified as Container Rail Terminal (CRT) for handling of Container Traffic with Chassis stuffing/De-stuffing operation and lift on lift off (LO-LO) facility w.e.f. 04.02.2021 up to 31.03.2021. Further to ensure business friendly environment and to reduce detention of rolling stock, N. F. Railway has declared round the clock business hours at Jogbani station until further advice w.e.f. 05.02.2021. Earlier the business hours were 06:00 hours to 22:00 hours.

- Bhanga Goods Terminal under Lumding Division has also been declared round the clock working hours Terminal until further order w.e.f. 26th February, 2021 for customer convenience. Earlier the working hours were 06:00 hours to 22:00 hours. At present round the clock working hours are there in 18 nos. of goods sheds over NFR.
- Ambassa station under Lumding Division was opened for handling of all Inward Goods Traffic except Coal, POL, Livestock, Explosive and Crane consignment for a period of 01 (one) year on experimental basis w.e.f. 23rd February, 2021.
- Tetelia station under Lumding Division has been opened for handling of both outward & inward booking of all goods traffic except Coal, POL, Live-stock, Explosive and Crane consignment until further advice w.e.f. 23rd February, 2021.
- Dekargaon station under Rangiya Division was opened for inward handling of Iron & Steel consignment (Crane consignment) on experimental basis for a period of 03 months w.e.f. 19th February, 2021.
- Debit /Credit system has been notified in favour of NTPC, Salakati Private siding of Alipurduar Division for inward traffic w.e.f. 09th Feb., 2021 which will be valid up to 30th September, 2021.
- Goalpara Town station under Rangiya Division has been opened for handling of both outward & inward Parcel traffic until further advice w.e.f. 11th February, 2021.
- First outward Kishan Rail Train from N.F. Railway was run on 12th February, 2021 from Dhupguri to Dharmanagar and Bhanga with potato. During February, 2021, 15 nos. Kisan Rails have been operated from different locations in the jurisdiction of NFR.
- Operation of new PCET (Parcel Cargo Express Train) in the circuit of Vanjipalaiym-New Guwahati-Vanjipalaium has been commenced on 30th January, 2021. The running of PCET from NFR was commenced on 04th February, 2021.

These steps will boost local economy as local traders will now be able to bring and book items through these stations by availing the newly provided facilities.

It may be mentioned here that the Business Development Units (BDU) created in all the five divisions of NFR are regularly getting in touch with the existing and likely transportation agencies to know the actual need of various industries. ■

334 kms of track electrified in Northeast Frontier Railway during the year 2020-21

To provide pollution free green mode of transportation

Railway Electrification work is under various stages of execution in various sections over N.F. Railway. The whole of NFR track including branch lines was sanctioned for 100% electrification in budget of 2017-18. Total cost of the entire electrification work is ₹2,542.62 crs (approx).

The much awaited electrification reached New Jalpaiguri in the year 2019. Thereafter, electrification work in the New Jalpaiguri – New Coochbehar section was also completed last year and operation of passenger carrying trains with electric traction started. At present, some important passenger carrying trains of Northeast Frontier Railway are running with electric locomotive from New Coochbehar, New Jalpaiguri and Katihar towards various destinations of our country in addition to several freight trains.



Electric Loco arrived at Kamakhya Railway Station

Continuing with the work of Railway Electrification, Northeast Frontier Railway has

successfully completed the inspection and speed trial cum current collection test for 334 Route KM in 2020-21. The Commissioner of Railway Safety (CRS) of N. F. Circle Md. Latief Khan has conducted inspection of newly electrified Rangiya - Kamakhya section on 30th Mar., 2021 and New Coochbehar - Shrirampur section on 31st Mar., 2021, totaling 99 Route KM. Earlier inspection of the portion from New Bongaigaon to Rangiya was also conducted. With this, Railways have come closer to fulfilling the long standing demand of the people of Northeast India of running trains with electric traction to and fro Guwahati, the gateway to Northeastern region.

The electrification work up to Guwahati is expected to be completed within next few months. The entire tracks of Northeast are targeted to be electrified by the end of the year 2023.

The introduction of electric trains will lead to better connectivity of Northeast region to rest of India. It will also be a great boost for environment as conventional engines use fossil fuel to produce energy which causes pollution. ■

FOB commissioned at Boginadi

NFR commissioned a new 3 meter wide Foot Over Bridge to provide more amenities for passengers at the Boginadi station on 26th March, 2021. The Foot Over Bridge has precast deck slab finished with anti slip chequered tiles and is covered with pre coated galvanised iron profile sheet. ■



New FOB at Boginadi station

CRS inspected electrification work between Rangiya and Kamakhya

In a major step towards electrification of railway track up to Guwahati, Commissioner Railway Safety, N. F. Circle conducted statutory inspection of electrification works between Rangiya and Kamakhya stations on 30th March, 2021. ■



Electric Loco trial between rangiya and Kamakhya stations

New Era of Multi-modal transport in association with IWAI



NFR official with IWAI personnel

An MoU was signed between N. F. Railway and Inland Waterways Authority of India (IWAI) on 31st March, 2021 to effectively utilize railway and waterway infrastructure for faster economic development of the Northeast region and for providing multi modal logistic solution to transporters. ■

MoU signed between NFR and HMI

An MoU was signed between Himalayan Mountaineering Institute (HMI) and NFR on 13th April, 2021 at Darjeeling. It is an initiative by NFR towards environment protection at base camp of mountaineering at higher altitude and in turn assistance would be provided by HMI in preservation and protection of heritage assets of DHR. ■



MoU being signed between officials of NFR and HMI

Beginning of a new era in Technological Cooperation





Officials from NFR and IITG with a copy of MoU

An MoU was signed on 23rd April, 2021 between Indian Institute of Technology, Guwahati (IITG) and NFR. A multi-disciplinary approach would be adopted to find solutions to problems with an aim towards improving maintenance & operations of train running and other identified fields. ■

Western Railway Receives the Prestigious Comprehensive Health Care Shield for Excellence in Medical Performance

Western Railway's Medical Department has proactively initiated every possible effort to offer best medical services & timely life-saving procedures to its patients. This dedication of work to humanity increased manifold during the challenging times of Covid-19 pandemic. The medical Department of Western Railway rose to the occasion and worked day & night for the treatment & well-being of the patients. Western Railway had been in the forefront in adopting state-of-the-art technologies, latest medical procedures of treatment & creating a robust infrastructure for the treatment of Covid patients in the shortest possible time. In recognition of this, the Ministry of Railways has conferred the prestigious Comprehensive Health Care Shield for the year 2020 to Western Railway. This achievement has been earned due to the able leadership, valuable guidance & motivation of Shri Alok Kansal - General Manager of Western Railway. Shri Kansal stated that it was a matter of great pride for Western Railway and congratulated Principal Chief Medical Director of Western Railway & his entire team for this commendable performance.

Since the outbreak of Covid-19 pandemic last year, Western Railway's Zonal Hospital, Jagjivan Ram Hospital at Mumbai, was turned into a full-fledged Covid hospital and had become a combat zone. Jagjivan Ram Hospital earned the distinction of being the first Railway Hospital over Indian Railways to be dedicated as Covid Hospital.



Thereafter, Divisional Hospitals at Vadodara and Ratlam also extended their services for Covid patients. Presently, 150 beds at JRH & 63 beds at Vadodara hospital have been earmarked for Covid patients. More than 6300 Covid patients have been treated in Hospitals of Western Railway.

During the year 2020 – 21, around 3400 Covid positive patients were admitted & treated at Jagjivan Ram Hospital. In November 2020, the non - Covid services were resumed with full-fledged OPD services in the newly renovated OPD wing of Jagjivan Ram Hospital. All the operation theatres including GEOT, CVTS, General O.T have also resumed in a full-fledged manner since December 2020. An online app for OPD appointments has been developed & implemented to streamline the number of patients in order to avoid overcrowding at hospital premises. Around 49,000 OPD patients have been treated and 681 major surgeries & 615 minor surgeries done. At present, Jagjivan Ram Hospital is operating 150 beds for Covid positive





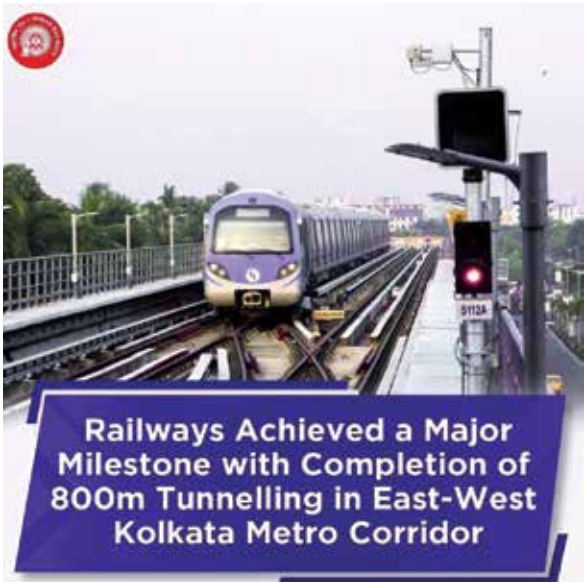


patients, 30 beds for transit/suspect patients and 180 beds for non - Covid patients.

Jagjivan Ram Hospital is a 361 bedded multi-speciality hospital. A state-of-the-art RT-PCR Lab has been started with NABL accreditation in January 2021, where in-house RT-PCR tests are being done. This is the first Molecular RT-PCR laboratory which has Bio Safety Level-3 (BSL-3) facility in Indian Railways. Rapid Antigen tests are also done to detect positive patients immediately. The ICUs and OTs have been equipped with negative pressure to deal with Covid patients. Central Oxygen supply has been made available in General wards along with installation of an additional 1,000 litre Liquid Oxygen Tank. Latest modalities of treatment including Plasma therapy had been made available for the treatment of Covid patients. Recently, Municipal Corporation recognized & designated JRH as a Covid Vaccination Centre which commenced from 8th March, 2021 and till now 1752 Covid vaccinations have been administered. Meticulously planned steps taken by the Medical Department during the corona pandemic, with humane approach, helping attitude and tactfulness has helped Western Railway to put up a strong fight against the pandemic. Western Railway is proud of its dedicated team of doctors as well as paramedical staff and salutes their determination, grit and hard work in the service of humanity. ■

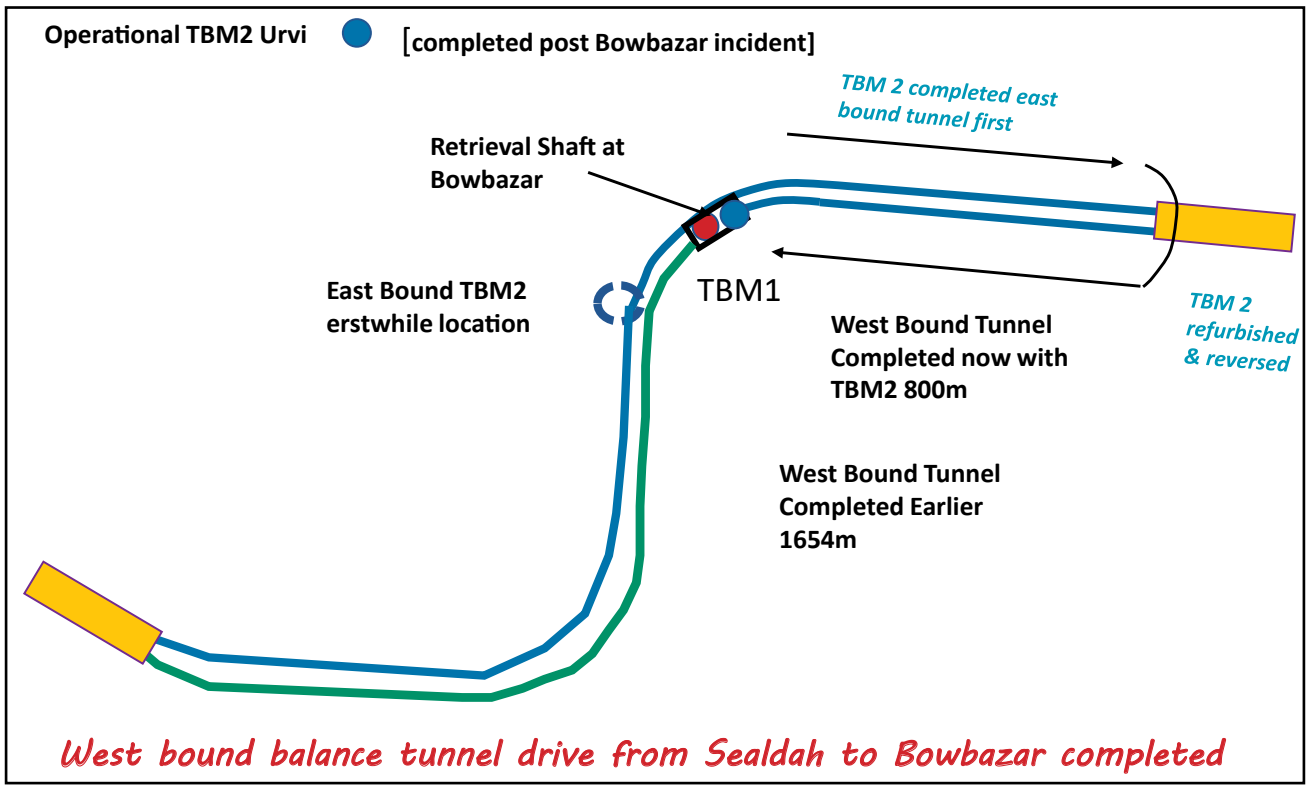
Kolkata Metro : Challenging tunnel drive of 800m in Kolkata completed inspite of Covid challenges

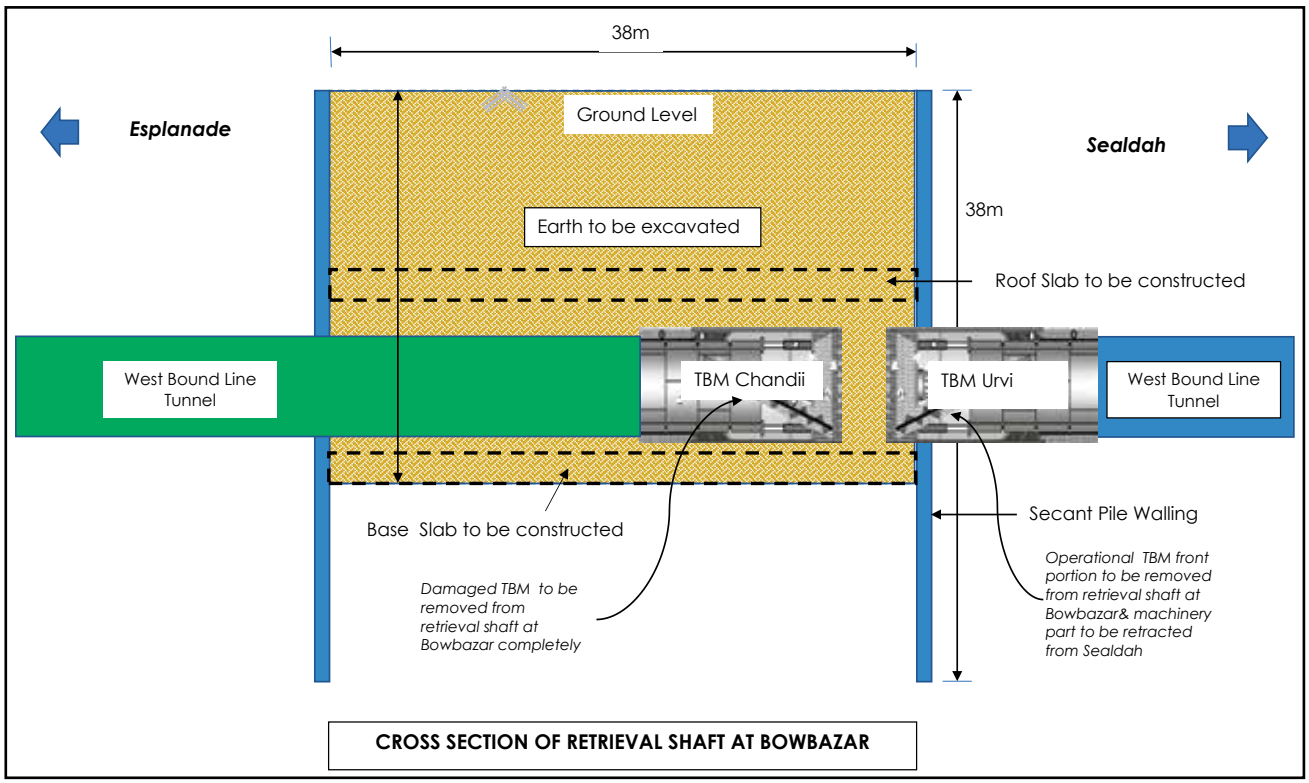
Tunneling work gets completed by Tunnel Boring Machine (TBM) in East West Metro Corridor with the breakthrough of 'Urvi' at Bowbazar, Kolkata. With this breakthrough, entire TBM tunneling for East West Metro project gets completed



This stretch was very difficult for tunneling work as it had century old buildings.

The tunneling work gets completed by Tunnel Boring Machine [TBM] in East West Metro Corridor with the breakthrough of 'Urvi' at Bowbazar, Kolkata on 15th May, 2021. With this breakthrough the entire TBM tunneling for the Kolkata East-West Metro Project is completed. The stretch was difficult for tunneling work as it had century old buildings. This challenging tunnel drive of 800m has been completed successfully amidst this pandemic situation following Covid-19 protocol. The Tunnel Boring Machine 'Urvi' which had earlier completed East Bound tunnel from Esplanade to Sealdah on 9th October, 2020 was relaunched from Sealdah after necessary refurbishment and inspection on 9th January, 2021 to complete the balance 800 m tunneling work in West Bound tunnel from Sealdah to Bowbazar. This drive of tunneling has been completed and the tunnel boring machine breakthrough at Retrieval Shaft at Bowbazar has been achieved on 15th May, 2021. This TBM [Urvi] has passed below Sealdah Flyover also for which vehicular movement on the Flyover was closed for 3 days for safety reasons.





After completion of this TBM drive, the tunnel boring machine 'Urvi' along with the other stalled TBM 'Chandi' will be retrieved from this retrieval shaft at Bowbazar.

Excavation of shaft after ensuring the water tightness of the shaft and the affected tunnel and retrieval of the TBMs are intricate activities which have to be done safely and hence will take time.

After completion of entire excavation, both the TBMs will be retrieved in pieces from the shaft. The RCC flooring and roofing for the shaft area will be completed thereafter and the shaft top will be backfilled to prepare the ground for overground construction. ■

Critical & Safety Components of Electric Locomotives (WAP7/ WAP9) & DETC developed & manufactured by DMW

With shifting of train operation from diesel loco by IR, DMW has also switched over to manufacturing of Electric locomotive & DETC as per Railway Board directives. As problem was felt in supply of brought out items of trade & there were quality issues as well, LMS has started manufacturing some of the critical components of electric loco & DETC in FY 2019-20. Rotor & Stator sub-assembly of 6FRA TM, Axles of WAP7/WAG9/ DETC, Adjusting pull rod, different type of spacers, thread bolts & other items, have been developed & manufactured in house at LMS successfully. In the year 2020-21, LMS has further developed & manufactured Push Pull Rod and Bull Gears (72/107 teeth) & Pinions (20/21 teeth) respectively of WAP7/WAG9, the two critical & safety items of Bogies of electric Locomotives.



Bull Gear (72 teeth) & Pinion shaft (20 teeth) of WAP7 locomotive



Bull Gear (107 teeth) & Pinion shaft (21 teeth) of WAG9 locomotive

These bull gears & pinions have been manufactured on highly precise CNC controlled Gear Hobbing & Grinding machines & checked on CNC controlled computerized Gear profile measuring machines. Bogies assembled with DMW manufactured Bull gears, have been tried out to electric locomotives by Zonal Railways sheds for performance trial for six months & communicated performance as Satisfactory. Also Bogies fitted with developed pinions are recently sent to Zonal Railways for performance trial.



CNC Gear Grinding Machine



CNC Gear profile checking Machine

Push Pull Rod, a vital & safety component, has also been developed & machined and manufactured in house at LMS, after getting joints welded on Robotic welding Machine in HMS & tested for welding quality thru' radiography testing.

After process validation by DMW design office,



Push Pull Rod of Electric Locomotive WAP7/WAG9



Robotic Welding Machine

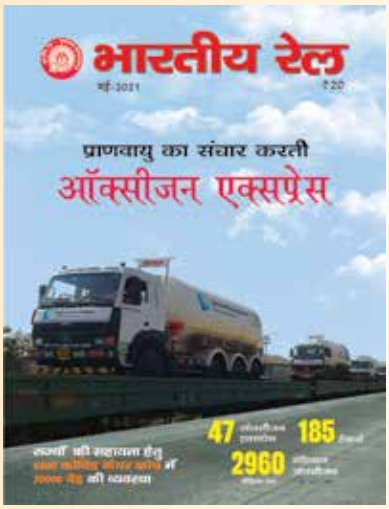


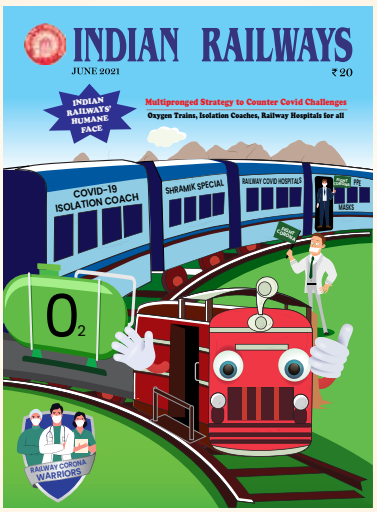
Welding radiography test report

and two nos. of Push –pull Rod have been sent to Northern Railway Ludhiana shed for performance trial.

The subject two types Bull gears & pinions as well as Push Pull Rod have been included in LMS Production Plan of 2021-22 & 2022-23 for production along with other in-house developed components of electric locomotives. ■

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





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

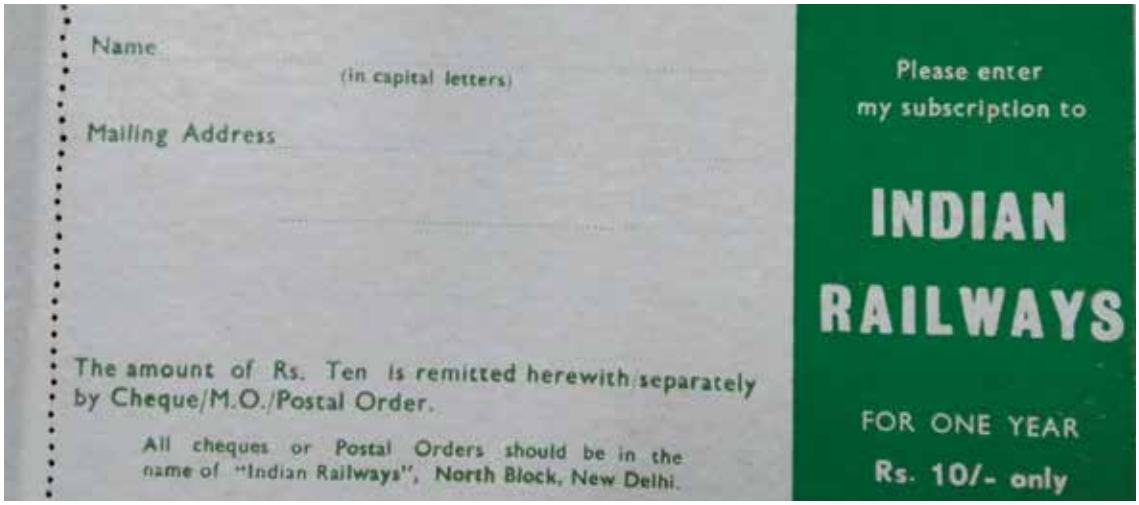
Souvenir Shop of
NATIONAL RAIL MUSEUM
Chanakyapuri, New Delhi

ANNUAL SUBSCRIPTION

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

OUR HERITAGE

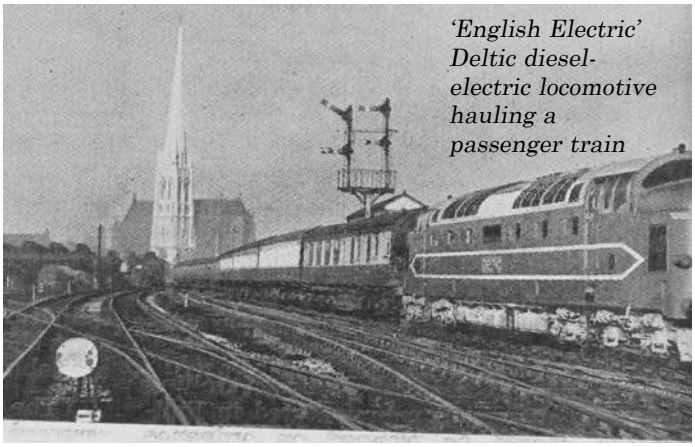
The magazine has recently completed its 65th year. On this occasion, while turning the pages of some of its oldest editions we stumbled upon some heritage photos carried in the initial issues of the magazine. Some of them are reprinted herebelow. We hope our readers would find them interesting.



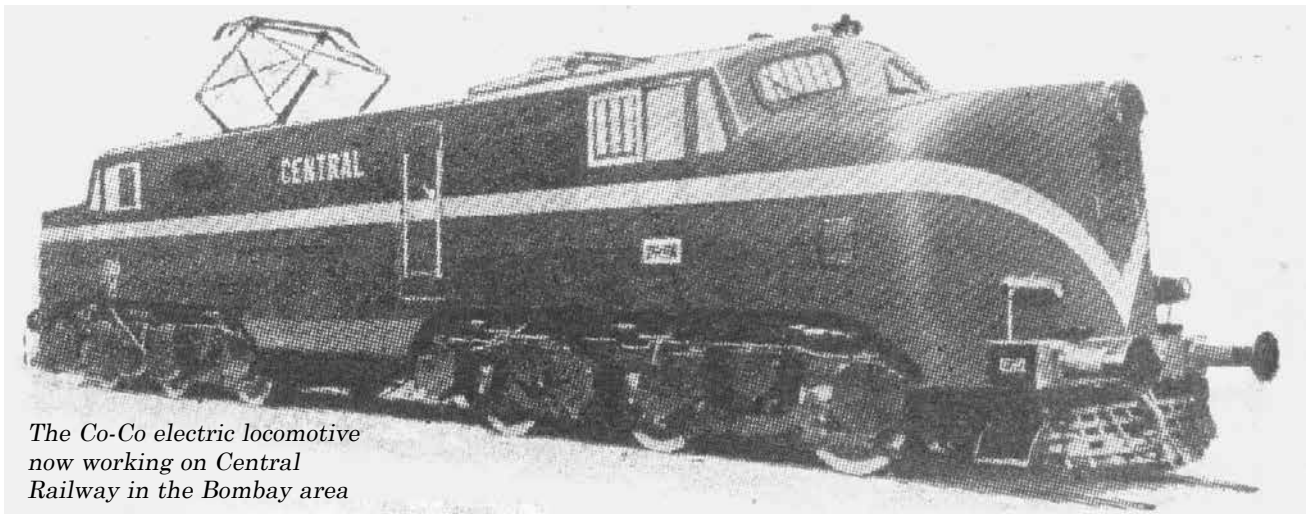
The Earliest Subscription form of the magazine.



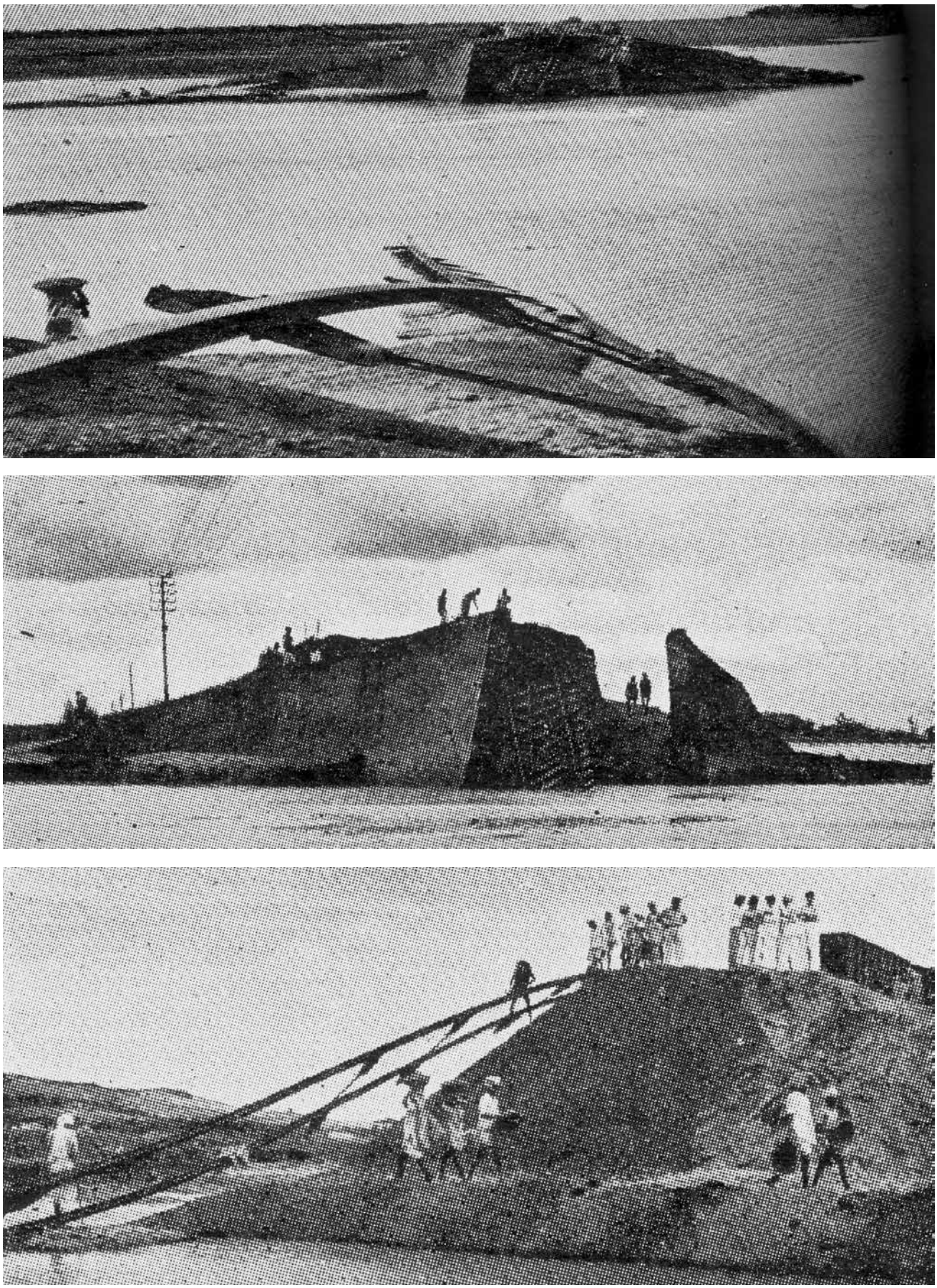
Ahmedabad-Kalol doubling. Gauntling of the track on the Sabarmati Bridge.



'English Electric' Deltic diesel-electric locomotive hauling a passenger train



The Co-Co electric locomotive now working on Central Railway in the Bombay area



Three scenes showing beaches between Muzzaffarnagar and Mansurpur. Round the clock repairs enabled the Railway to run its services after a fortnight

IN THE ADMINISTRATIVE INTEREST

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

After, tons of labor, burning midnight oil, one gets a govt. job. A very satisfying goal to stand up on your own feet. Suddenly, you feel yourself independent. At least economically. You no longer have to be dependent on your parents or elders for a couple of pence. But, remember, once you get a job, then you must not be satisfied with your present post, particularly if it is of clerical nature or in a low pay grade, eg., LDC, Steno 'D' or even an MTS/peon. One must go on trying, trying and trying, till one gets a satisfying job to one's satisfaction. That should be the motto of life.

There are many employees, workers who are working in different offices in different categories. Some are happy and satisfied, while others aren't so happy and are uneasy with themselves to move ahead. So my advice to these jhonnies is to prepare for further studies, compete for departmental/ competitive UPSC/SSC, Railways, Banks exams etc. But the road to Delhi is very hard. For this, they have to sacrifice a lot. They have to choose their friends accordingly who are of the same taste, thinking. Instead of roaming here and there, vagabonding, playing cards, they should make use of their office library. Prepare notes. Group discussions should be there to exchange the ideas. Avoid gossips and discussion on politics. Kick group unionism/ federations, so called caste unions/ federations. Even the government/department/ organization should support and encourage these types of employees instead of enveloping them in official rules/regulations cadre etc. That benefits both: employer and employee. I know many class IV employees who have worked hard, utilised their time well and became gazetted officers.

On the other hand, I came across many persons, always complaining about rottening in the same grade, cursing their lot, this & that. I know,this is easier said than done, but then, if you want to progress further, you will have to make a little sacrifice that will transform your career/life. So, the choice is yours. Whether you want to be stagnated or swim across the river. Curse your life or enjoy your life. Always be ready to dig deeper into your life and make yourself and your family, a happy unit. ■

'WHO AM I' QUIZ?

QUESTION FOR THIS MONTH

QUIZ NO. 5



Identify me from my photo given above. Another photo of mine (clicked from a different angle) is already available elsewhere on this issue. I have also joined the nation's fight against Covid Pandemic and have helped my Railway win a prestigious award very recently. Who am I ?

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

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

CORRECT ANSWER TO QUIZ NO 4

01302 UP Udyan Express

mentioned in page 30.

Till 27th May, 2021

Correct Answers were given by

1. Anil Kumar Saxena, 2. N. Subramanian, 3. Surender Kumar, 4. Pankaj Kumar, 5. Pushpa Lata, 6. Paruvu Daniel Raju, 7. K.V. Raghotanman, 8. Gaurav Nakra, 9. Krishna Kumar Goswami, 10. Chhaturvi Sai, 11. Udaya Kumar, 12. Daffy Rebecca, 13. Pukalendi. M, 14. Adarsh Soni, 15. Ashok Kumar Gouda, 16. Anoop Vian, 17. Hardik Vora, 18. D. Radha Krishna, 19. Sahil Sood, 20. K.n. Krishnaprasad, 21. Murugan. N, 22. M. Sukirthan, 23. M. Dhanyashree, 24. M. Bharathi, 25. Anupama A. S., 26. Balako Thandapani, 27. G. Veena, 28. Pandimurugan. S, 29. Jose Vellara, 30. Sagar Mahendru, 31. Dinyar Minochrhomji, 32. Kalyana Sundaram, 33. Yogish Japati, 34. Dominic Tatpati

Jamshedpur : Jharkhand

Shri Anil Saxena
Freelancer



Jamshedpur or Tatanagar (Railway Jn) is the largest and most populous city in Jharkhand and first planned industrial city in India. It was founded by Jamsedji Tata, founder of Tata Groups in the 1900s, and was named after him. It was established in 1919.

Jamshedpur was ranked as the cleanest city of India in 2020 by Swach Survekshan in 2020 Jamshedpur ranked as the 15th cleanest city in India by Swachh Survekshan in 2019 and was 7th cleanest city of India in 2010. The city is also ranked as 2nd in India in terms of 'Quality of Life'. Jamshedpur is the 84th fastest growing city in the world according to City Mayors Foundation. It is the headquarters of the East Singhbhum district of Jharkhand and is the 36th – largest urban agglomeration, and 72nd largest city in India by population.

Jamshedpur, the illustrious industrial township lying in Jharkhand, is one of the best examples of modern India. Being a model city, Jamshedpur has many industries and some of the most picturesque landscapes. There are a number of tourist attractions in the city and around. The climate of the city remains pleasant all through the year.

Jamshedpur is one of the biggest cities in Jharkhand. Primarily an industrial city with a large number of Tata offices, it does have amazing tourist spots that attract hordes of visitors each year. Blessed with a natural beauty, the city is dotted with many stunning waterfalls and lakes.

There are also historic religious structures to check out. A laidback city with a mellow vibe, Jamshedpur is a haven for those seeking out some peace and relaxation. There is great connectivity by bus from the neighbouring Jamshed cities of Ranchi, Patna and Kolkata. Let's have a look at the most astonishing places to visit in Jamshedpur.

The town of Jamshedpur was named after Jamshetji Tata in 1919, the founder of the Tata industries that maintain public services and infrastructure of most parts of the city. Known as the 'Steel City', Jamshedpur is the quintessential example of the boon of industrialisation in a developing nation. Being the largest city in Jharkhand, the main attractions in Jamshedpur are the vast, tree-lined Jubilee Park (housing Tata Zoological Park with species like tigers and leopards), the hill-top Bhuvaneshwari Temple, Sai Temple, Ghorabandha, Telco and the Dalma Wildlife Sanctuary (home to resident-elephants). With its industrial growth, Jamshedpur has made its place in the map of world business along with playing a very important role in industrialising India. The founders day of Jamshedpur is celebrated on October 3 every year at Jubilee Park, which is decked up with lights and colours for the occasion.

Dimna Lake, Jamshedpur

Dimna Lake in Jamshedpur is an ideal place to spend your day if you feel like getting away from the city and spending a quiet day with your loved ones or friends. Situated at a mere distance of 13 km away from the Jamshedpur city area, it is close to the Dalma Wildlife Sanctuary. An artificial lake in the Steel City of Jamshedpur, it is located at the foothills of the Dalma mountain range and is famous for its serenity and pleasant greenery. The lake is pretty well-known as a picnic spot with its clear water and scenic surroundings, creating scope for mini treks into the hills, and water activities such as boating, rowing, and jet skiing among many others.

In stark contrast with its industrial surroundings, the serene lake is one of the most crucial structures in the area, since it is used as a reservoir to store and provide water for the steel plant, along with being the primary source of water for the city. Over the years, the need for a dam was felt to hold the water in the reservoir, so that it could be used as and when required optimally. The Dimna Dam was conceived to overcome a water deprivation situation in Tatanagar (as Jamshedpur is also known) and surrounding areas. Constructed under Tata Steel, the dam is built on River Kharkai under the administration of the Mirzadih Panchayat of

Jamshedpur. A gorgeous view of the sunrise coming up from behind the hills, with splendid greenery and melodious chirping of birds is what sets this artificial lake apart. It is a popular weekend get-away for the locals or as a recreational outing for tourists on an extended tour. Even the road to Dimna Lake with its undulations and greenery presents a spectacular drive.

Jubilee Park

The Jubilee Park is located in the steel city, Jamshedpur. It is a popular destination for all those who wish to have an outdoor picnic, enjoy some outdoor activities and games or even just to have a relaxing day out with friends and family. Popular amongst joggers and cyclists, it is a gigantic park, spanning about 225 acres of land in the center of the city. Within, it has a lake, amusement park, recreation center, fountains and a zoo, amongst other attractions, making it a great place for some fun for people of all ages.

This local attraction is a must visit on all tourists' lists. It was opened to the public in 1958, on the occasion of the city's golden jubilee, the 50th anniversary of establishment. This park was originally a gift, to the town of Tatanagar from the TATA Steel Company. While being built under the visionary Jamshetji Nusserwanji Tata, the Vrindavan gardens in Mysore were used as an inspiration. This park also shows off a statue of Mr. Tata and is also known as the "Mughal Gardens of Jamshedpur". The presence of the zoological park, Foliage Park, and Rose Garden is part of the reason why this park is such a famous one.

Tata Steel Zoological Park

Located inside the Jubilee Park, the Tata Steel Zoological Park is an unkempt zoo which houses wildlife in its natural habitat. The park gives a respite to people with long and tiring jobs in the city and makes them see and experience nature and wildlife in their most pristine form. There is a safari park in the zoo, in which the tourists can take a ride through the zoo and witness the wild animals in their natural habitat. The Jayanti Sarovar is located nearby, which provides various boating and water-sports activities to the tourists. Carry a hat and dribble some sunscreen on. Avoid messing with the members of the cat family.

Dalma Wildlife Sanctuary

Dalma Wildlife Sanctuary is famous for its forest tourism, but to the residents, it is more familiar because of its wild resident elephants. 'Dalma Haathi' or the 'Elephants of Dalma' is a known and quite fearful term in the Jamshedpur-Puruliya region. Established in 1975 and inaugurated by Sanjay Gandhi, the Dalma forest is home to a horde of animals, birds and tree species as well. Overlooking the shimmering Subarnarekha River, the Dalma hills nestle the dense green forests like an offspring. This ambience of the forest and the odd chance of having a glimpse at the wild animals is what makes Dalma so special among those who love to travel around jungles. Once an untamed natural beauty for acres after acres, parts of this wild forest got shunted when the steel plant was established by JN Tata near the Kharkai-Subarnarekha confluence. However, whatever remains is still large enough to be a paradise for all the native Indian flora and fauna you can think of. Many elephants migrate to this forest every year adding to the crowd, and sometimes they come out into the local villages and suburbs. Travellers wishing to explore a slice of one of India's most authentic forests can take a drive through or even better-spend a night at the rest houses and bamboo huts offered by the forest department. There is nothing better for a nature lover than to spend a night listening to the crickets, the distant, solitary howl of a wild creature and the otherwise overwhelming silence. Among the few true-blue forests of India, Dalma Wildlife Sanctuary offers excellent bird watching experience exciting in-jungle lodging and spectacular view from atop the Dalma peak which also has a couple of temples you can visit.







Hudco Lake, Jamshedpur

Hudco Lake was constructed artificially in the beautiful surroundings of the TELCO Colony. It is situated near a park which also houses an artificial waterfall that uses the water of the lake.

The lake and park complex are located on a beautiful hillock and it provides a panoramic view of the entire city. This is an ideal spot for picnics and evening amusements.

Rivers Meet, Jamshedpur

The confluence of the rivers Subarnarekha and Domohani serves as a perfect picnic spot in the city of Jamshedpur. The place is surrounded by tall eucalyptus trees and verdant greenery which gives it an imposing serenity and calmness.



Sunsets at this place create an extremely relaxing ambience and hence should not be missed.

JRD TATA Sports Complex, Jamshedpur

Situated in Northern Town in Jamshedpur, JRD TATA Sports Complex is the largest sports complex in the city with a capacity of around 24000 spectators. The compound is lately used for football and athletics mostly; however, it has facilities for archery, handball, martial arts, boxing, shooting, chess, yoga among others.

Keenan Stadum, Jamshedpur Keenan Stadium

Keenan Stadium is an international cricket stadium situated in Northern Town in Jamshedpur.



The stadium has hosted several international and national cricket matches since its inception in 1939. It also has facilities for football and archery. Besides, it is also shot in several Bollywood movies.

Bhatia Park



The Bhatia Park is situated on the banks of the Subarnarekha River. Inside the park, you'll find a variety of beautiful flowers and plants. The park is ideal for a leisurely walk about and many locals come here every evening for a stroll.
Location: Outer Circuit Road
Timings: 5 am to 9 pm

The Tribal Culture Centre

Local performers and artists come here to display their skills. The cultural centre hosts various programs such as dance, drama, and music concerts. Get in touch to find out what is scheduled



while you are in the city and enjoy the homegrown talent of Jamshedpur.

Tribal Culture Centre is a popular tourist attraction in Jamshedpur which preserves the rich culture of the Santhal, Ho, Oraon, Munda and other tribes. The centre has huge sculptures of leaders of the freedom movement like Baba Tilka Majhi, Birsa Munda and Sidho-Kanhu. The gallery is lined with paintings and the inner repository has a variety of antiques and relics on display.

Entry fee varies depending on the type of show being performed. There is also a vocational training that teaches self-employment skills to locals.

RELIGIOUS PLACES TO VISIT IN JAMSHEDPUR

Golpahari Temple, Jamshedpur

Located on the outskirts of Jamshedpur city, Golpahari Temple is perched on a hilltop and is dedicated to Pahari Ma or Goddess of Mountains. Golpahari temple can be reached through a flight of 100 steps and offers a mesmerising view of the city below. Puja offerings like flowers, fruits etc are available at the base of the hillock.



You come out of Jamshedpur company area and keep driving ahead of the railway station, and as you drive for another 2 Kms you reach the spot. It is a small but interesting climb through stairs. The temple is on the 3rd flight. It is a small hillock which offers beautiful view of the steel plant and the city. Watching the railway yard is a pleasure. There are few big rocks and if you can carefully manage to get atop its a joyful watch across. As per belief this is a very old Devi temple. You can find a mystical expression on face of Maa. Plenty of people come here for Darshan and pray for their wishes which always get fulfilled. Its truly a divine experience.

Bhuvaneshwari Temple, Telco, Jamshedpur

This historic place is an important religious site for devotees of Maa Bhuvaneshwari. Inside the Bhuvaneshwari Temple complex, there is a six-foot-high sanctum. The temple was constructed in the South Indian architectural style.



Bhuvaneshwari Temple is situated at a height of 500 metres near Kharangajhar Market in Jamshedpur and is popularly known as TELCO Bhuvaneshwari Temple. Enshrined by Ma Bhuvaneshwari, the temple also has idols of other deities including Shiva, Krishna etc. It also offers a panoramic cityscape view of the town owing to its height.

The Parsi Fire Temple

Located close to the Jubilee Park, the Parsi Fire Temple is an important landmark for the Parsi community in Jamshedpur. The temple complex has a beautiful garden in which there are a variety of flowers and seasonal plants.

However, be aware that entry inside the temple is restricted to Parsis only. You are free to take





photos in the garden but photography of the Parsi Fire Temple itself is not allowed.

- **Location**: Straight Mile Road, Northern Town

Sakchi Gurudwara



The Sakchi Gurudwara has a beautiful white structure that looks amazing in the daytime – almost luminescent when the sun shines on it. Inside the Gurudwara (a place of worship for Sikhs), devotees chant prayers seeking blessings.

Every Sunday, there is a Langar (Community Kitchen) in the Gurudwara premises. Non-Sikhs have to wear a cap or a handkerchief on their heads before entering the Gurudwara.

- **Location**: 11/329, New Kalimati Road, Hirasingh Bagan

Sakchi Masjid

Sakchi Masjid in Jamshedpur is a brilliant specimen of Mughal architecture. Built in white marble, the mosque has multi-domes and sky rocketing minarets. Supposedly, it is the largest mosque in Jamshedpur and is visited by lots of pilgrims annually.

A beautiful mosque in the heart of the city, the Sakchi Masjid is a gorgeous structure rich with Mughal art. The masjid is open for all to witness its beauty. However, during prayer times, only muslim devotees can enter the mosque. When the lights are switched on at night, the Sakchi Masjid looks grand.

- **Location:** New Kalimati Road, Hirasingh Bagan

Mary's Church

St Maryês Church is one of the oldest churches in the city. It is situated in Bistupur in Jamshedpur and is thronged by devotees regularly.



One of the most breathtaking churches in Jamshedpur, St. Mary's Church is a simple structure but its simplicity evokes a peaceful humility as a place of worship.

The church also features some interesting art and paintings. Entry to the church is permitted to everyone but avoid clicking pictures of the altar during mass. Holy masses are held here every day.

- Location: N Road, Bistupur

Shri Sainath Devasthanam Temple Ghorabandha Telco, Jamshedpur, Jharkahand

Sai Baba of Shirdi (15 October 1918), also known as Shirdi Sai Baba, was an Indian spiritual master who is regarded by his devotees to be a manifestation of Sri Dattaguru and identified as a saint and a fakir. He was revered by both his Hindu and Muslim devotees during, as well as after his lifetime.

According to accounts from his life, he preached the importance of 'realization of the self' and criticized 'love towards perishable things'. His teachings concentrate on a moral code of love,



A commemorative postage stamp on 90th Death Anniversary of Sai Baba of Shirdi issued on 20th May, 2008



'India Post' issued a commemorative postage stamps on 'Centenary of 'Mahasamadhi' of Shri Shirdi Sai Baba' of denomination ₹5 on 15th December, 2017

forgiveness, helping others, charity, contentment, inner peace and devotion to the God and guru. He stressed the importance of surrender to the true Satguru, who, having trod the path to divine consciousness, will lead the disciple through the jungle of spiritual training.

Sri Shirdi Sai Baba has become a part of the mainstream of Indian spiritual and temporal life within a short period of attaining mahasamadhi. We can now see Sai temples not only in the big cities but also in small towns and villages of India, and more and more temples are being built.

Sai Parivar Vishwa Seva Sansthan Trust

Sai Parivar Vishwa Seva Sansthan Trust (Governing and Administrative body of Shri Sainath Devasthanam Temple) was established in July 2007 with its egd. Office at Sri Sai Nath Devsthanam, Ghorabnadha, Telco, Jamshedpur, Jharkhand, with the noble objects to spread Baba's name/teaching amongst the public in General and devotees of Shri Sai Baba in particular, the spirit of universal brotherhood or religious toleration as embodied in Sai Bhakti, high principles of conduct and character without distinction of caste, creed and religion through mandir. Apart, we are also on a mission to promote and carry out services of all kinds which Holy SAI BABA had rendered to humanity. ■

QUICK FACTS ABOUT JAMSHEDPUR

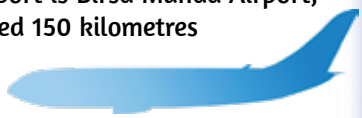
BEST TIME TO VISIT

The best time to visit Jamshedpur is during the months of November through till March. This is when the temperature is pleasant and favourable.

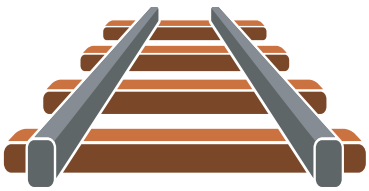


NEAREST AIRPORT

The closest airport is Birsa Munda Airport, which is situated 150 kilometres away from Jamshedpur.



NEAREST RAILWAY STATION



Tatanagar Railway Station

TRANSPORT

Jamshedpur is well connected by highways. Ola is available, but Uber is yet to get started.



Kind Attention AUTHORS

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

WHITHER APAR?

Shri Uppuluri Krishna Murty
CVO, HPCL, Retired

Thanks to the various avenues available these days at our disposal, I was able to discover the *APARs* of my long but *'not so distinguished' 'Civil Services'* and *'Public Sector Services' 'Career';* of which I am very proud of, nonetheless.

Every Officer has three *Bosses* lined up above him or her in series in most of the positions, save one or two exceptions. They are the *'Reporting'*, *'Reviewing'*, and *'Accepting' Authorities*. Hence, three significant lines in each of the *APARs*! If only one Authority were to write one's *APAR*, you take it from me, one is doomed! Plus, *APARs* would be up for sale, sooner or later in such an arrangement!

Now that I find some time to reflect up on those mundane papers, I had put all of them together in a file in a serial order and tried to summarize the various entries made in the *APAR*s by my highly respected seniors. I love my *APARs*. I earned them the hard way.

Let me add; I have nothing less than the *highest regards and admiration* for my *Seniors* because I was the net gainer during my long and short associations with them in my entire Service. My big thanks to all of them as I look back.

In fact, I made it a point to telephone and thank most of my Batch mates, Seniors, Juniors and Bosses with whom I had worked closely in my career around the time I superannuated.

It was a gesture on my part to express my sincere gratitude.

My Bosses trained me very patiently each time I entered a new professional line for the first time. I was quite a raw person when I joined an entirely new area of work; it happened at various inflexion points in my career. I should admit here that I am a slow learner though I excel in displaying steadfastness and catch up, though sluggishly, with my mercurial colleagues.

I got rotated across various functional lines for different reasons.

Sometimes a new specialization attracted me.

Sometimes I was thrown away from my job by my Bosses to accommodate someone else who was influential and expressed an urgent desire to work in that slot occupied by me and I ended up in to a new field.

There were occasions I ran away from the post I was holding after getting disgusted only to end up in a vacancy in an unknown domain.

It was all the same in the end even though the roads taken were different.

My bosses had to do hand-holding for significant periods of time as I took unsteady baby steps and learnt while on job. On some occasions because of my uncalled for overconfidence or haste I created quite a mess. My Bosses cleaned it up all; on daily, weekly, and periodical basis and somehow ensured that the office worked!

Some of my Bosses were generous enough and did my work as I was good for nothing for a while in each posting.

They allowed me to learn, stabilize and to blossom. Thanks to the generosity often and helplessness in some cases, of various stakeholders; my Bosses, Unions, Associations, Powerful Contenders for the position I was occupying, and various others, who could have easily uprooted me had they exerted a little bit as I realize now in the hind sight, I could successfully complete my *'Tenures'* in my last *seven postings* spanning over *24 years*.



But more important than the magnanimity or munificence of the Bosses is the support one gets from the subordinates of various grades; most of them are seasoned supervisors, spread across at various field locations. In a gigantic Departmental Undertakings or Government Organizations such as the Indian Railways the ratio between the Officer Cadre and the Staffs is lop sided. In some field positions the ratio is of the order of one against a few hundred, if not a few thousand. Hence, for an Officer to do well in the field it is absolutely

essential that the Officer not only possesses the requisite knowledge but also is balanced in his judgement of people and matters, is of sound temperament and is not vindictive or immature. In spite of the huge field force an Officer is expected to control from the day one of his or her posting once the officer establishes his or her credentials as an honest and upright Officer who has a sympathetic ear for the hardworking staff he or she wins over the hearts of the people and wonderful team work is possible. I have no second thoughts about this.

Hence my big thanks to those innumerable staffs who accepted me as their colleague and allowed me to work with them as one of them rather than as a Boss over the last 38 years.

So let me also add that whatever that is written in my APARs is a comment on the field work and the milestones achieved by me and my team. They are not a recognition for my individual accomplishments alone.

One alone cannot achieve much in any setting.

It took some time and effort to compile the data available in the *APARs* but they are worth the trouble. Some of the entries looked totally alien and strange at this distant time. I got so detached now luckily though emotions ran high in the distant past at those points in time as I negotiated tough times. Time heals wounds. Time alters perspectives.

When presented the data in a tabular form, to my utter astonishment, the '*Top-line'*, the '*Middle-line'* and the '*bottom-line'* in case of all the *APARs* is found to be the *same*. Even I had not expected this.

The matrix looked something like this.

APARS for the years	GRADING
FROM 1983-84 THROUGH 2020-21 [38 APARS]	OUSTANDING

For someone, who, probably, for want of time or for some other reason, takes only a quick glance at the three lines it may even appear as though they were all written by one and the same person at the same time; even though it a bit of an exaggeration to say so!

These 38 are APARs written at the end of 38 different Financial Years by mostly different people in different combinations as Reporting, Reviewing, and Accepting Authorities.

This write-up is going to be a small piece. So let me come to the '*Bottom-line'* quickly.

Coming back to the heading '*Whither APARs'*, I discovered at the '*end of my innings'* the following facts in spite of pocketing great APARs.

In '*Government Service'* the '*APAR'* is basically a *dry and sapless* 'paper'. Generating and filing an *APAR* is more of a formality. At best an '*APAR'* can give some momentary kick like feeling, though of a much shorter duration with a much more moderated spike, like some of the *intoxicants*. It can act like a drug and take the person who started an *APAR* with his self-appraisal part in it before the *Bosses* who matter concretize its final shape, to a '*high'* or '*low'* depending on how it ended.

The '*APAR'* lost its *vitality and effectiveness* long back. It continues to be so in spite of the best possible attempts being made from time to time by one and all concerned to rejuvenate the instrument and several '*Administrative Reforms'* being '*deeply and widely introspected upon'* and '*injected in to the system'* notwithstanding.

In the Central Public Sector Undertakings [CPSUs] the APAR Rating is, mercifully or otherwise, linked to the payment of *Performance Related Pay [PRP]* or a kind of *Annual Bonus paid to Executives every year*. So in CPSUs the *Bosses Rotate Ratings*. It means, if there are three executives namely *'X', 'Y', and 'Z'*, over a period of *3 to 4* years they log the same number of aggregate *APAR* points and hence they end up getting the same *PRP* or *Bonus*.

In the *long run* promotions depend on a variety of highly unpredictable factors. And to go up on the career ladder, leaving aside an early entry or a favourable Date of Birth, the only other thing that matters appears to be a Ton of Good Luck.

In the *very long run* all are going to be dead as a Black hole is going to eat up Earth and the Sun; and hence nothing matters.

This 'Rotation of Grades Policy' ensures that there would be no heart burn cases and no complaints of favouritism or nepotism also. It is a kind of the proverbial win-win-win [Three winners] situation for the three parties, the Management, The Bosses, and the Executives concerned.

In CPSUs I guess there is a cap on the percentage of '*Outstanding'* Ratings that could be there in the whole lot of executives, when taken Salary grade wise. So is the case with the other levels of Ratings. A pyramid shaped stack of ratings is ordained. In the Government and the CPSUs or for that matter in every sphere of human endeavours people are organized in pyramidal structures.

In *Government Service* there is neither any *Performance Related Pay* nor *Bonus* for Executives. To be more precise, pay is not related to performance. So it is appropriate that *APARs* or '*Annual Performance Appraisal Reports'* have lesser weightage! In one way, performance itself is immaterial for a Government Servant, though it is not said in so many words or so clearly.

Once you read further you will realize at once that I had not written the details of my hard-earned APARs to boast of some special achievement of mine.

With the need for showing the APAR to the '*Appraisee Officer'* coming in to the picture in mid-2000s, and even well before that, to avoid various troubles the superiors had started *mass producing* identical *APARs*. The APARs often have nothing to do with what an '*Appraisee Officer'* is capable of doing or had actually done on the job. Bosses typically write an APAR to purchase peace with cantankerous subordinates. In any case, an APAR is good for nothing with no specific end use.

An Officer generally gets an opportunity to excel in a job and come up in career based on, motivation, exposure one gets, job-rotation, training in India and abroad, whom he reports to, place of posting, and the post and the job content. The basic decisions that make or mar one's career depend on those crucial career shaping pronouncements that Bosses make and the outcomes thereof. Such decisions are rarely if at all related to the APARs or the entries therein.

I am witness to situations wherein when it comes to selections for mid-Career Management Development Programs at prestigious foreign institutions or when short-listing applicants who applied for a position on Deputation terms or when one opts for a course under the Study Leave terms the APARs scores are rarely considered.

The above are given as 'gifts' by superiors for 'loyal' servants.

Different '*Caucuses'* take those decisions.

An *APAR* is an eye wash, even if I sound a little harsh in saying so. It is naiveté or gullibility to believe that an *APAR* will take you far. At the time of selections or promotions a minimum cut-off aggregate score of APAR Points logged over the last 3 to 5 years is specified as the requirement or eligibility for getting a promotion or for getting selected. This ensures that the APAR ratings are almost irrelevant and a 'Level Playing Ground' is instead created.

It is much more important to be in the good books of the Management. Or one should be management's pet!

An Officer newly entering a '*Government Job'* should always remember that he or she should never miss the birthday parties, the marriage celebrations and such other merriments in the Boss's place. They help in developing strong networks which help in career. An *APAR* is, honestly speaking, of no use. Similarly, it is very, very important to attend all the cultural evenings and other such '*Official'* programs hosted by the organization, whosoever is the sponsor, and register your presence there however boring or taxing the programs are.

There is always the '*Formal Organization Chart'* that supposedly takes decisions and at the same time there are even more powerful '*Informal'* and '*non-formal'* organizations within the organization, or the wheels within the wheels, that pull the strings from behind the curtain. It is the same in every Company. The inner wheels run the organizations.

As *APARs* have become too similar in most of the cases and are not of much help to differentiate the diverse '*Talents'* available in the '*Organization'* other extraneous factors and metrics have stepped in to replace the *APAR* as the criterion up on which various career impacting decisions are made.

Another interesting thing that I noticed was like this. Normally in *Government Service* work is extracted by your local Boss from you while the crucial decisions about your career are made by someone else sitting elsewhere. That means, those not responsible or accountable for work decide where you get posted and which post you would get. The higher you go in the organization this phenomenon becomes more apparent.

Speaking in a lighter vein I want to quote two instances that show how serious one is while *evaluating or reviewing or accepting* an *Appraisal*.

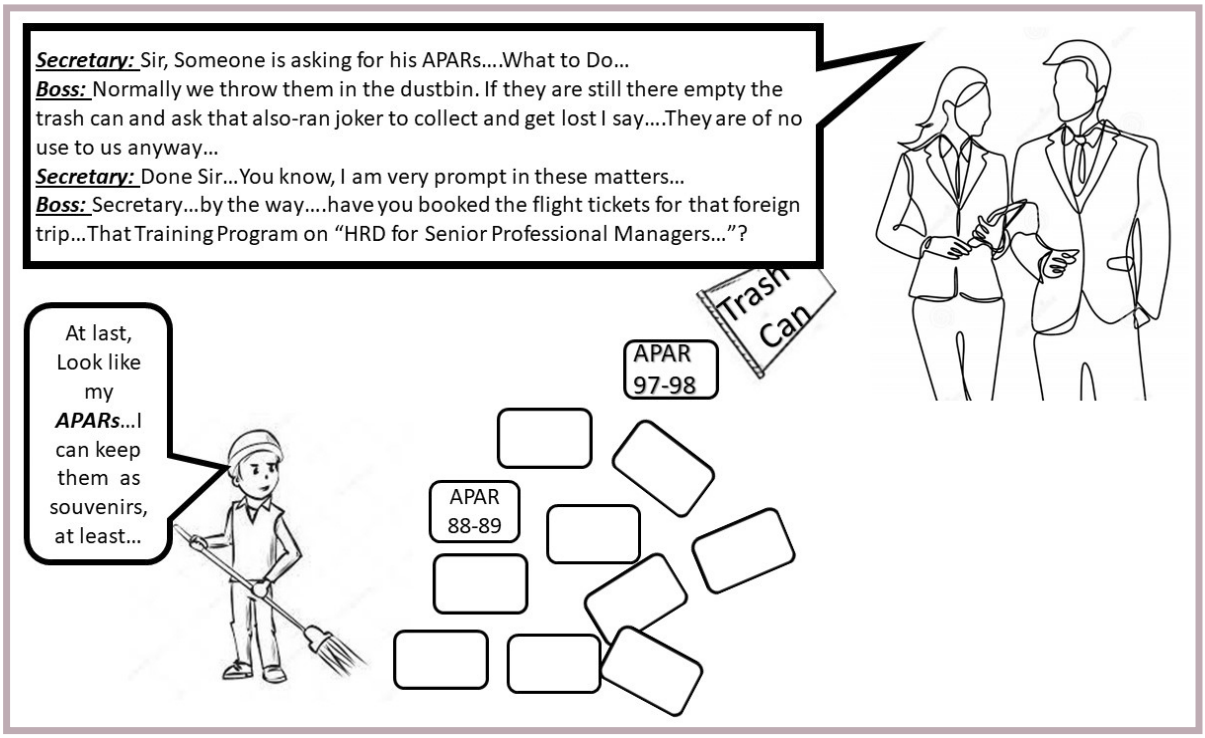
I had seen one weird *APAR* wherein the Officer's name was written in three different ways on three different pages.

In another comical case, the designation of the Officer was given differently on different pages in the same *APAR*.

These instances show what a perfunctory exercise it has become; the writing of appraisals!

It happened in 2006 but that conversation is still fresh in my memory. A good friend of mine one day rang me up from Delhi and whispered "*You do not seem to be in the scheme of things of Bosses… Postings and Transfers are being decided. If you want a specific posting start tapping your sources right now…*"

Over the years, particularly after my three stints in the Vigilance Function, I developed an uncanny ability of a 'Prism'. A 'Prism' splits the incoming light in to its constituent colours



and lays them bare and apart.

I can split the incoming communications in to their constituent parts accurately!

On one hand my friend was trying to say:

"…Dear Friend, see, the writing on the wall… clearly…you were dominating us when we all were in junior positions. You were getting prize postings, one after another. Now let me see the fun. You are being left on the wayside…"

Another part of his message was:

"My Dear Friend, we love you and respect you for your dedication, hard work, and sacrifices. We rate you very highly. You have guided us all a lot when we were in junior positions. You deserve better treatment. I hope someone helps you in coming out of this inevitable 'Incognito' " existence, that so commonly descends up on those who join the Civil Services late…We feel you get your preferred place of posting and the type of responsible positions you are very good at handling…"

Yet another strand of his message seems to say:

"…My Dear Friend, do not try to boast too much about your APARs. They are at best useful as tongue cleaners after retirement…We all got similar set of ratings…There is nothing unique in your ratings…"

He was right as well as wrong at the same time.

I joined so late that mine is a border-line case between a *'Promotee Officer'* and a *'Direct Recruit Officer'*.

I joined Indian Railways at 26. In one particular posting I had a Reviewing Authority who joined the Indian Railways at 18 and an Accepting Authority who had joined at 17. I was doing well at work. One consulted the other as to what rating had to be given to me at the end of a particular year during which the performance of our team was exceptionally good. The Accepting Authority summed up the whole thing like this; "…Whatever 'Rating' we might give to Mr. Krishna Murty it makes no difference to him. He cannot go far…"

He was correct!

I was not in the *'Scheme of Things'*, as my friend had come to know at that point in time, correct, but what he was not aware of was that most often it was the case…I was rarely in the scheme of things…as I had nothing but my *APAR* to back me. The *APAR* is too feeble an instrument to rely upon…

Alas… *Whither APAR*? ■

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My Journey in Railways

(A true story of a Station Master)

Shri N. Muthukumar
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A journey becomes memorable when it gives pleasure not only during the period of journey but even after reaching the destination resulting in many nostalgic memories bringing cheers and joy in the mind forever. Every rail journey is indeed a pleasant one and liked by everyone irrespective of their age and gender, who enjoy the speed of the train, luxurious amenities, rhythmic sound of running of wheels, the surrounding scenario as can be seen through the windows, the trees, bushes and buildings moving in opposite direction with velocity. A group of co passengers with unknown faces become friends sooner and exchanging of opinions, views and thoughts, sharing of eatables and assisting each other during the journey makes each one cherished with sweet memories lingering in the mind.

But here I would like to share my experience as a Railway man associated with Railways for thirty four years and narrate how indeed *my journey in Railways* has been full of joy, thrilling, challenging, which enriched my skills and taught a lot in management and the Railways has made me a complete man in toto. Many of my railway brothers and sisters may wonder and have different feelings or experience, but it is my true story without any exaggerative statement.

Having been selected as Probationary Asst. Station Master by Railway Service Commission in 1984 and allotted to Madurai division of Southern Railway, I was called for the induction training in June, 1985 at Zonal Training Centre/Tiruchchirappalli. This training institute was established in 1932 and reputed for its quality of teaching and administration. It looked like a Sainik school in the sense that the discipline and obedience were given top most priorities.

We belonged to a small batch of 20 trainees from Madurai and Tiruvananthapuram Divisions. The subjects taught were chiefly safety rules viz General Rules, Block Working Manual, Accident Rules and Commercial rules which were quite new to every one of us and had no relevance to the subject that we studied in the school or college. However the trainers were knowledgeable and skilled so that the subjects were taught in an extraordinary manner and it was inculcated in our mind that '*Safety*' is the priority in Railways. Kudos to the instructors and officers for maintaining the fame of this '*Temple of Learning*' to Rockfort's height. On successful completion of the in house training in the institution, we were sent to the respective division for the posting as Asst. Station Master. An officer from operating department in the division conducted a suitability test and issued posting orders to the stations according to our preference. I was posted as Asst.Station Master at a small, way side station called 'Muthanendal' (MTZ) in Madurai-Rameswaram MG section near Madurai. With a mixed mood of excitement, thrill and fear, I landed at this station which was engulfed with paddy, sugarcane fields and thorny bushes along the platform. The station building was a very old one, with tile roof and cuddapah

stone floor. The Station Master's room was occupied with a wooden chair and table and two block instruments of *Neale's tablet type* and a small wooden ticket tube. Though the working environment was not so conducive, my heart was filled with the pride and joy of the job that I held. It was rather a small railway station as can be seen in cinemas in those days. It was a wonderful feeling to receive and dispatch the trains by granting line clear through the block instrument, speaking to the section controller,taking off the semaphore arm signals, waving the green flag in *white and white* uniform. The running through of trains hauled by steam engine giving a long whistle was enthralling and exchanging of signals with the Driver and Guard was meaningful, which ensured the safety. Then, after some months I was transferred to the nearby Junction station 'Manamadurai' Junction in the same section during which I was sent to various stations as Leave Reserve Station Master and even I worked at my native place 'Ramanathapuram', which I consider as a great privilege.

As per normal rule in a Government service, one will get promotion after putting in a minimum of five to ten years, whereas I got my promotion as Station Master Grade-III on completion of exactly two years, which I shared with my friends and relatives very proudly. I was promoted and posted at a station called 'Tirumayam' near Tiruchchirappalli Junction. But sooner I got my transfer to one station called Sattirakkudi on request which is just 15 kms from my house. The main reason behind loving this job is that after handing over the charge to the Incumbent Station Master there would not be any interference or haunting of office works in the mind. There would be total freedom and freeness in mind till joining for duty again. But while on duty, safety consciousness will be the preponderance and essential requisite. Also the status of Station Master in the society is quite popular and hence brought in a handful of good looking brides with good educational qualification and I chose my loving wife as my life partner whom I still consider as a gift from Railways. I got married in 1989.

In everybody's career progression, there would be some turning point where one will get elevation or diversion or demotion in the career. In 1990 I was selected and posted as Junior Complaints Inspector, an ex-cadre post in Public Grievances Organisation at Bangalore division. As advised by my senior supervisor and well wisher, I carried out the transfer and joined at Divisional Railway Manager's Office at Bangalore. Really it was a changing point of time in my life and I was able to learn about the administrative function of the Railways which was totally different with the open line working. The file system, speaking order, officer's orders, office procedures etc gave me a different experience and I learned a lot from the officers and other colleagues. Being an inspector in the Public Grievances Cell, I need to enquire the cases of public complaints and report, by which I developed my investigating skill and drafting capacity. The encouragement given by the officers particularly the Addl. Divisional Railway Manager under whom I workedhelped me to build up complacency and competency in my work and self confidence in my mind. With these experiences I moved to Tiruchchirappalli division in the same capacity and worked for 7 years. I am sure that I performed my duties as assigned with little bit of perfection and hence administration recognized my work and honoured me with a lot of awards and prizes including GM's award in 1994 and 1998. Also I don't think there is any other organization other than *Railways* where such awarding system and promoting the competitive spirit by conducting various competitions amidst the employees and their wards is prevailing.

In 2000, I decided to quit this ex-cadre post and wanted to go back to my parent department (operating department) as there was a call for volunteers for the post of Traffic Apprentice under LDCE (Limited Departmental Competitive Examination) quota in which I was selected and sent for prolonged training of two years in operating department. This training includes in house and open line practical training in which I got the opportunity to work independently as Guard of the train, Section Controller, Traffic Inspector, Yard Master, in the Office of the Chief Operations and Chief Commercial Manager at Headquarters. By getting this training one will become master of all trades in the operating department and can be utilised by the administration as required. The great advantage that I derived from the training was that I could enrich my knowledge in the working and functioning of the operating department which provided a strong platform for equipping myself for writing competitive examinations for Group 'B' officer selection. After successful completion of the training, I was posted as Station Master Grade-II (promoted Grade) at Pudukkottai Station in Tiruchchirappalli-Rameswaram section. Since I have settled my family at Tiruchchirappalli, I availed the opportunity of getting posted as Instructor/Operating at the Zonal Railway Training Institute (now Multi Disciplinary Zonal Training Institute) and worked there from 2005 to 2010 as Instructor/Operating during which I developed the art of teaching and this training

institute is basically meant for imparting safety rules, and this *'Temple of learning'* is a sacred place for learning many things. Generally, for the aspirants for becoming Group B officer, the training institute is the ladder to lift them up. A number of officers who are working in Southern Railway were moulded in this institution. Nevertheless did I aim for it, I got through in the Limited Departmental Competitive Examinations (LDCE) and selected as a Group B officer and posted as Station Manager/Gaz/ Tiruvanathapuram Central. Indeed it was a happiest moment to join as esteemed Station Manager of Thiruvananthapuram station in God's own country.



The Group 'B' officer in Railways is normally a promotee officer and functions as middle level manager between the subordinates and senior level officers and hence the role and responsibilitywill be more and managing the day to day affair is a challenging one. Tiruvananthapuram, being the state capital with a lot of originating trains to different parts of the country, starting of each train is a challenging task amidst a lot of operating constraints existing there. But the staff there worked hard and with a good team effort, I had a smooth run during my tenure of one and half years except one or two hiccups. After that successful stint, as per my request, I got transfer to Tiruchchirappalli as Asst. Operations Manager at Divisional Railway Manager's office, from there I was posted as Station Manager/Gaz/Tiruchchirappalli Junction. In 2015, I was sent to my Alma mater Zonal Railway Training Institute to work as Assistant Transportation Manager/Training. Wow! What a surprise! working in the institution as a Trainee twice, as an Instructor and now as an Officer. I should be indebted to Railways for such wonderful job enrichment with gratitude and happiness. After two and half years, I was again taken back to the Division as Asst. Operations Manager for short period and once again posted as Station Manager/Gaz/Tiruchchirappalli from where I was promoted to Senior Scale and posted as Divisional Railway Manager/ Palakkad Division in 2019. Getting elevated to the Senior scale within the span of 9 years of Group B service and conferred with Group A status is nothing but a boon for me for which I am forever indebted and grateful to the Railways. After working for 8 months at Palakkad, I tendered my voluntary retirement in October 2019 purely due to family commitment and I was left with 2 years of service from normal retirement for which I have no regrets and I am quite happy and contented and left Railways very happily.

Having critically analyzed my career progress and long journey in Railways what did I get as reciprocal benefits from Railways? What are the gains, advantages, benefits and enjoyment that I derived? A whole lot... Here I have just enlisted them and I hope every railwayman has his own career progression and tapping them in right perspective at right time will yield tremendous benefits as offered by the Railways. One has to ignore the little shortcomings and downs during the path of progression.

- Right from appointment in 1985, Railways has been taking care of my health continuously through periodical medical examinations/Annual checkup for officers besides extending the treatment facility for my family and this type of mother's care is now available only in Railways.
- Though I joined in Railways with a basic degree in science, I was able to acquire additional qualifications of degree in *Law* and post graduation in *Management* with the permission of Railways. Presently I am doing my *research* in Safety Management as a subject in my doctorate study from Bharathidasan University.
- My children, a son a doctor by profession and a daughter pursuing M.B.A in Indian Institute of Management/Kozhicode have been well moulded by Railways, since they participated and won in many competitions conducted by Railways for the wards of the

railway men and thereby inculcated in themselves the spirit of the competition which reflected in their academic studies also. Both of them were school toppers. Thanks to Railways.

- The house where I am living is the gift of Railways which I built through the House Building Advance extended by the Railways without any hitch.
- The Railway administrative system is so designed that every railwayman is expected to do his assigned duties and nothing is extracted extra by way of compulsion or pressure by administration. I am sure that I have done my duties perfectly and as a token of recognition I was honored with a number of awards for meritorious service including GM's awards twice, AGM's award and many DRM's award and innumerable prizes. Even in 2017 ,I received the *first prize* in Railway Minister's Essay competition from Hon.Railway Minister which I believe is a matter of great honor and extreme pride.
- Job rotation is a management strategy where the fatigued employee is given chances for working in different jobs in order to reduce fatigue and get better productivity from him. But this is not possible in Railways due to compartment system and working in different posts in same department is somewhat difficult in Railways and very rare but such opportunity was given to me and I worked besides a Station Master, as a Guard, Section Controller, Traffic Inspector, Yard Master, Complaints Inspector, Instructor, Station Manager, Asst. Operations Manager and Asst. Transportation Manager and finally as Divisional Operations Manager. I never got bored in performing any of these duties.
- With a poor background of education in the remote district of Tamilnadu and political stunt that happened in 1950s, learning of other languages is not so easy for a student studying in a government school. When I joined in Railways, I knew to speak and write only Tamil and to some extent English but *my journey in Railways* helped me learn to speak, read and write Hindi and to speak Malayalam, Telegu and Kannada languages.
- During the period of 34 years of journey, I could earn good and true friends who were my colleagues and subordinates.
- The enlisted supro is not exhaustive and really a true statement and based on records. The feeling of being a railwayman is itself a matter of pride and I strongly believe that my status and my beloved family are all gifts from Railways. The spirit of motivation instilled in the minds of young, newly recruited railway employees requires to be seriously thought over and that the great job is to be started with the training institution where the new appointee is getting the induction/initial training.

Elevation of an employee in his career progression to a higher post in a private concern is quite common when he proves his ability or attains his target and the management is also benefitted out of him whereas in Railways such phenomenal growth may not be existing due to laid down policies, rules, statutory obligations and administrative system. But there is recognition for the hard work, sincerity, dedication and devotion to duty and the employees are motivated through awarding cash and issuing merit certificates. There are instances and examples that an employee from Group C has reached to Senior Administrative Grade (SAG) level surely because of their hard work and dedication.

I would like to conclude that my journey in Railways had always been smooth and joyful as enjoyed by a child travelling in a train and I assure that there is no exaggeration in the narration and I was lucky enough to perform the prolonged, unblemished Thirty four years of service with excitement, thrill and challenges. The salary packages for the railway staff as per VII pay commission is very moderate and highly affordable and I request that every employee should be proud of himself being a railwayman duly reciprocating the management with a service of dedication and devotion so as to achieve the organizational objective by all means.

The couplet No. *1021 of Thirukkural* in chapter 103 says as under;

> *"Who says I'll do my work, nor slack my hand,*
> *His greatness, clothed with dignity supreme,*
> *shall stand."*

Which means there is no higher greatness than that of one saying I will not cease in my effort to raise my family and country. Every railway man is morally bound to follow the spirit of the above couplet and do better to the Railways.

In case of choice given to me in the next birth, certainly I would prefer to be a Railway man again with the blessings of Almighty.

JAI HIND !
LONG LIVE RAILWAYS! ■

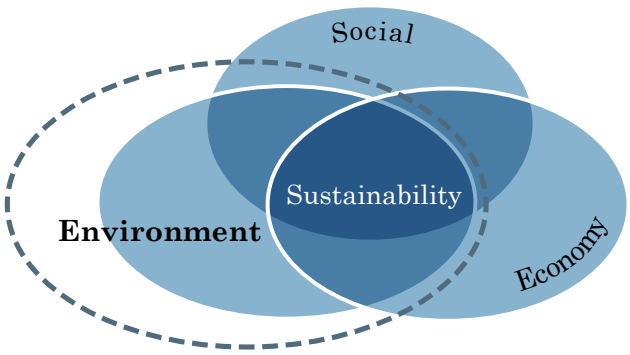
SUSTAINABLE PROCUREMENT AND INDIAN RAILWAY

Shri Mahendra Marodkar
Chief Instructor, Zonal Railway Training Institute (ZRTI), Bhusawal

Secondary or sometimes called horizontal objective of public procurement is the Process which incorporates sustainability considerations throughout procurement process (Not just economics focused). Traditionally objective of procurement is to ensure that the buyer receives goods, services or works at the best possible price preferably at lowest, when aspects such as quality, quantity, source, time and place are compared.

Sustainable Procurement is defined by various sources. The few definitions are as follows :

> "Procurement is considered sustainable when organizations broadens this framework by meeting their needs for goods, services and works in a way that achieves value for money and promotes positive outcomes not only for the organization itself but for the economy, environment, and society" (world bank group)
>
> "A process whereby organisations meet their needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating benefits not only to the organisation, but also to society and the economy, by minimising damage to the environment." Sustainability can be incorporated into the whole procurement process assessing and defining the need, evaluating options, design and specifying, supplier selection, tender evaluation, post-contract management and supplier development.



Sustainable procurement means taking into consideration sustainability issues in all procurement actions and processes. In its broadest sense, it encompasses the aspects such as thinking carefully about what the organisation purchases; purchasing only what the organisation needs; purchasing products and services that have high environmental performance; and taking into account the social, environmental and economic impacts of purchasing decisions .

Ensuring our procurement activity is outcome-focused with well-defined deliverables that cover environmental, social and economic issues such as reducing CO_2 emissions, and providing opportunities for Micro Small & Medium Enterprises (MSMEs) and other diverse suppliers also engaging with our suppliers to ensure they recognise and understand their role in supporting these objectives.

Benefits of sustainable procurement

The benefits of adopting a sustainable procurement approach are numerous. The receiver of the benefits can be the purchaser, the supplier or the community. Some benefits can apply to all these groups.

Benefits to the purchaser can include:

- Achieving value for money and a more efficient use of public resources i.e. use public resources in an efficient, effective, economical and ethical manner.
- Generating financial savings through reduced waste disposal ; reduced water use; and re-using materials and products, thereby lowering the cost of a product over its life cycle
- Achieving positive publicity associated with the purchase and use of products, services and suppliers with good environmental and social responsibility records.
- Providing government leadership to the community in demonstrating social and environmental responsibility through the purchase of sustainable products and services.
- Manage costs by implementing a more comprehensive approach to whole-life costing.
- Compliance with environmental and social regulations.
- Develop a sustainable supply chain for the future.

Benefits to the market or suppliers can include:

- Increasing the availability of sustainable products and services at more cost-effective prices.
- Expanding the market for sustainable products and services, with potential benefits for local businesses.
- Expanding market opportunities gained from stronger product and service differentiation.
- Reducing transport-related costs such as fuel, vehicle maintenance and road congestion.
- Supporting and encouraging innovation through demonstrating preference for more sustainable products and services.
- Encouraging industry to develop capacity to operate in a clean, green economy.
- Improve the company's image and/or brands.



12000 HP Electric Locomotive developed by M/s Alstom (file photo)

Railway Sustainability

The **railway** is a **sustainable**, integrated transport system. It is effective, efficient and environmentally friendly. The **railway** helps passengers to access jobs, services, friends and family; it reduces congestion and transports goods.

When it comes to sustainable travel, Trains contribute a mere 1.8% of the greenhouse-gas emissions relating to domestic travel as compared to more than 90% generated by cars, lorries and other road vehicles. That's not to say rail travel is entirely off the hook; Railway is one of the largest buyers of electricity in the country for operation, maintenance and production of Rolling stock.

As a key mode of public transport, rail has a significant role to play in making travel more accessible and equitable. It's vital to the national economy, too, helping companies to move their goods cheaply and efficiently, while getting thousands of people to their workplaces each day. If Railway is to continue to support growth for the long term, it needs a transformative sustainability strategy to ensure good progress is made in its area of the rail industry.

Railways have taken many initiatives few of them are

1) Installation of LED light at all Railway Stations and Railway premises was the dream project implemented by Indian Railways. This would help to save ₹ 50 Crore per annuum
2) Electric Locomotives: The Electric Locomotives with 12000 HP flagged off by Prime Minister Narendra Modi on 10th August, 2018 loco manufactured by Alstom, France in India under Make in India policy of Government of India. This high-power electric locomotive will increase the speed and carrying capacity of freight trains.
3) Solar-powered local commute: Platform roofs turned into electricity mediums under the 'Mission 41K' scheme ensuring that the Indian Railways will save approximately ₹ 41000 crore in electricity bills, between 2015 to 2025.
4) Bio-toilets: Bio-digester toilets, which break down solid waste into carbon dioxide, methane and water. The Railways has installed bio-toilets will help in the long run, as the waste coming out of trains, corrodes tracks and sleepers, necessitating more than regular maintenance work. The waste is also a terrible inconvenience for people living around railway lines and can enter and contaminate groundwater.
5) In July 2017, the Railways launched a solar-powered diesel-electric multiple unit train, this train runs from Sarai Rohilla Railway station in Delhi to Farukh Nagar in Haryana. The train had 16 solar panels, each producing 300 WP in 6 coaches. The train has a power back-up and can run on battery for at least 72 hours.The method also saves the railways 5.25 lakh litres of diesel per such train in 25 years and three crores per train in the same period. The environmental benefit? Reduction of 1,350 tonnes carbon dioxide emission per train in 25 years.
6) Indian Railways is building Dedicated Freight Corridor to enable the Government to run the freight train as per schedule time table, thus goods transport through Railway will increase and Road Transport will be reduced. This will increase the economy of India as well as reduced carbon emission



A goods train running on Eastern DFC (file photo)

Sustainable Railway Station

The Indian Railways developing self-sustainable railway stations in the country by adopting the best technological practices and optimum utilization of resources. These stations would have high standards of safety, comfort, user-friendly passenger amenities, value-added services and efficiency.

With a view to enhancing passengers' satisfaction and experience, Indian Railways has added several passenger amenities at stations, some stations become as world class Railway stations such as Anand Vihar Terminal Station, New Delhi & Sir M. Visvesvaraya Terminal in Bengaluru etc.

Non-AC waiting halls have been upgraded by providing LED TV and improving other facilities to passenger. Passengers can avail the facility of air-conditioned waiting hall by paying a nominal charge of ₹ 20 for the first two hours and thereafter ₹ 10 for every subsequent hour.

With the aim of providing high-quality medicines to passengers at affordable rates, a generic medicine shop has been inaugurated. A Fit India squat kiosk under healthy/Fit India campaign has been installed in which 30 squats by a passenger in front of the kiosk will generate a free platform ticket. Also installed are a massage kiosk and a Pulse Health Machine and passengers can avail these facilities at a minimal cost.

To ensure hygiene at platforms and in station premises, as per National Green Tribunal (NGT) Guidelines for Segregation of Wet and Dry waste, twin dustbins have been installed with Blue and Green Garbage Bags at the Railway Stations. Bottle crushing machines have been installed for proper disposal of PET water bottles as per National Green Tribunal guidelines.

As per guidelines of Central Pollution Control Board (CPCB) five stations (Vadodara, Mysuru, Jaipur, Bilaspur and Vishakhapatnam) have achieved ISO14001.

Uses of Eco-friendly Materials on Railway

(i) Eco-friendly Vinyl Flooring sheet is used in Railway coaches and locomotive.
(ii) At Asansol Railway station, a restaurant has been prepared called 'Restaurant on wheel' in two condemned coaches.

As such procurement will be arranged by knowing need of the consumer with least resources at lowest environmental effect, Anyhow, we should save the nature by taking necessary steps. During the Covid pandemic we all very well know that the number of deaths are caused due to non-availability of oxygen to the patients. On the other hand we are consuming oxygen with free of cost from nature. The average adult, when resting, inhales and exhales about 7 or 8 liters of air per minute. That totals about 11,000 liters of air per day. Inhaled air is about 20-percent oxygen. ■





Rail journey is becoming increasingly popular in India. For every 100 people who performed a journey by rail in 1938-39, there were 287 who travelled in 1954-55. During the same period, the number of rail passengers in United Kingdom declined from every 100 to 82. This article explains that the reasons for increased travel in India include greater industrial activity, a tendency to secure urban employment, and relatively low price of rail travel.

WHY PEOPLE TRAVEL MORE TODAY BY RAIL?

by S.R. KALYANARAMAN
Director, Traffic, Railway Board

The average Indian today undertakes nearly two and a half times as many rail journeys as he did in undivided India in 1938-39.

The average per capita rail journeys stood at only 1.5 per year in 1938-39, but the figure has since risen sharply to 3.4.

While average Indian has been turning more frequently than ever before to railways for his holiday or business travel, his counterpart in the West has increasingly been turning away from his railways. The following table, giving comparative figures, reveals interesting trends (figures for India being for financial years).

Number of rail passengers, number in 1938 being taken as 100 for each country.

Year	*India*	*U.K.*	*U.S.A.*
1938	100	100	100
1948	269	83	142
1949	287	82	142
1950	297	81	107
1951	281	83	107
1952	277	82	*
1953	279	82	*
1954	287	82	*

Reasons for more Rail Travel

The following are among the possible reasons for the increase in passenger traffic in India: (i) increase in population; (ii) diversion of traffic from other methods of transport; mainly buses, (iii) increase in the general prosperity of the people; (iv) the relatively low price for rail travel compared to the general level of prices; and (v) change in the travel habits of pepole.

The population increase in India between 1938 and 1955 has been approximately 25 per cent only as against an increase of 187 per cent in the number of rail passengers between 1938-39 and 1954-55, after excluding figures for the territories now in Pakistan. Hence, obviously, the rise in population is not the chief factor responsible for the increase in travel.

Travel by Road

The total number of buses registered in India in 1940-41 was approximately 21,500, as against 39,30 in 1953-54, excluding the number registered in the territories now in Pakistan.

It might seem at first sight that the traffic moving by road has not increased in the same proportion a the traffic by rail, since the number of buses ha

increased only by 83 per cent as against a 187 per cent increase in passengers carried. This, however, is not the correct position. The buses now have a larger seating capacity and are better filled, than in 1940.

It seems fair to conclude that the increase in the volume of traffic moving by buses today is, if anything, greater than the increase in the case of rail travel. Consequently, there could not have been any diversion of traffic from the road services to the railway.

More Industrial Workers

The increase in the general prosperity of the people is perhaps best represented by the ratio of the *per capita* income to the cost of living index. Similarly, the relative cost of transportation by rail to the general price level can be represented by the ratio of the index of wholesale prices to the average fare per passenger.

One factor affecting the travel habits of the people about which statistics are available is the number of workers in industrial establishments.

Setting side by side the variation in all these statistical factors, and taking 100 as the base figure for 1938 in respect of each of these items, we get the following picture :

Year:	Number of Passengers on Railways	Per capita income divided by cost of living index	Index of wholesale prices divided by the average fare per third class passenger mile	Number of industrial workers
1938	100	100	100	100
1948	269	108	211	146
1949	287	108	218	151
1950	297	112	232	155
1951	281	112	213	157
1952	277	112	195	159
1953	279	114	200	156
1954	287	*	197	160

*Figures not available

From these figures, it would seem correct to conclude that all the three factors, namely, the general increase in prosperity in the country, the relatively low price now charged for transportation by rail and changes in social factors, such as greater industrial employment, have contributed to the phenomenal rise in passenger traffic.

Larger suburban Traffic

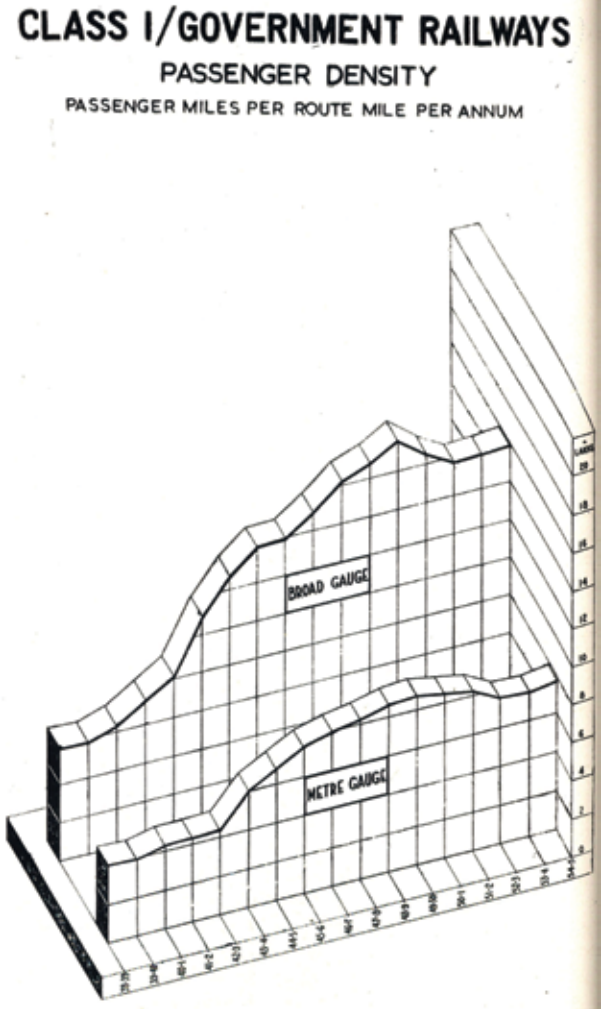
Another interesting feature noticeable on the Indian Railways is the steady increase of traffic on the suburban lines as compared to the non-suburban sections. This clearly indicates the greater industrial activity and the drift towards securing urban employment.

A more revealing analysis would be one indicating variations in the distribution of traffic as between the different classes on the railways in the pre-war and the post-war periods, and also the comparative distribution of third class traffic in the two periods in different mileage zones, say 1 to 50 miles, 51 to 150 miles, 151 to 300 miles, above 300 miles etc.

Unfortunately, figures under these heads separately for suburban and non-suburban traffic are available only for the past few years. The combined suburban and non-suburban figures available for the earlier years would be altogether misleading on account of the substantial changes in suburban traffic that have occurred during the intervening period.

Number of Passengers

Year	Suburban	Non-Suburban
	Base Year 1951-52	
1951-52	100	100
1952-53	104	92
1953-54	108	95
1954-55	114	97



This article of the then Director/Traffic, Railway Board, Shri S.R. Kalyanaraman was published in April, 1956

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