# INDIAN RAILWAYS

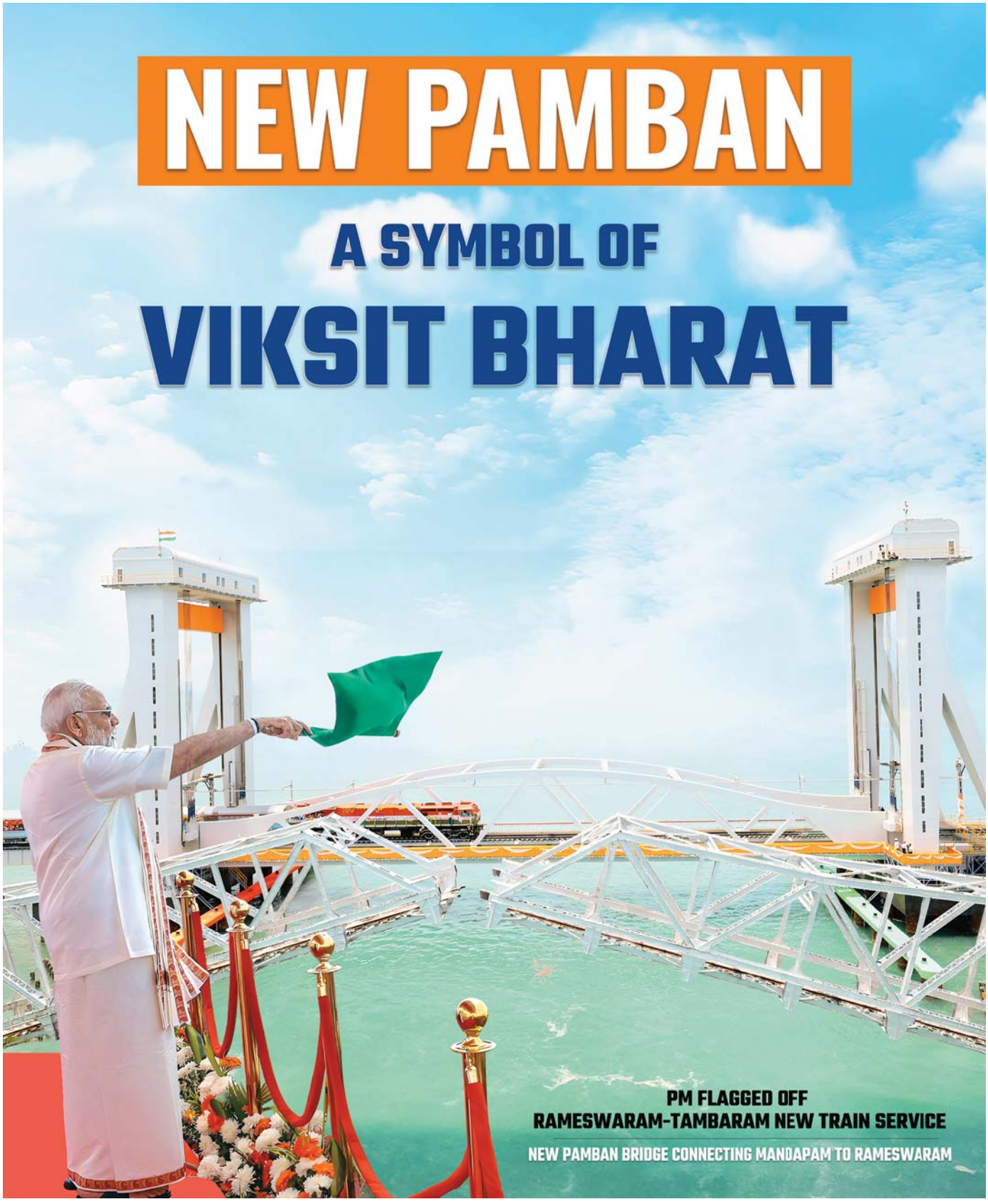
MAY 2025

PRICE ₹ 20

# NEW PAMBAN

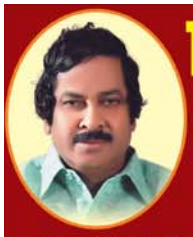
## A SYMBOL OF

# VIKSIT BHARAT



PM FLAGGED OFF
RAMESWARAM-TAMBARAM NEW TRAIN SERVICE

NEW PAMBAN BRIDGE CONNECTING MANDAPAM TO RAMESWARAM



# The Railway Employees' Co-operative Credit Society Limited,

Ashok Vihar Complex, Old Zoo Road, (Near Central Railway Station) Chennai - 600 003.

Branches at : ASK, BGM, BVRM, BWT, BZA, DMM, GDG, GNT, GTL, GY, HX, HYB, JRU, KZJ, LD, MBNR, MYS, NDKD, NDL, NLR, NZB, OGL, RJY, SBC, TPTY, TUNI, UBL, WADI & YNK.

New Branches to be opened at : Nanded.

Dr.**N. KANNIAH**, Ph.D., Started in the year 1907 and successfully serving the members for the past 118 years

Any Railway Employee who has completed Three months of regular service can join as a member and can avail Loan, after receipt of 3 CMTD recoveries through salary.

## The following loans are offered by our Society to the Member's

### General Loan

❖ upto Rs.32.00 Lakhs ❖upto 108 EMI
❖ One Surety

### Marriage Loan

❖ upto Rs.11.00 Lakhs ❖upto 108 EMI
❖ One Surety

### Education Loan

❖ upto Rs.1,00,000/- ❖ upto 12 EMI
❖ No Surety

### Tour Loan

❖ International Tour for Member & family
❖ upto 108 EMI ❖One Surety

### Special Loan

❖ upto Rs.8,00,000/- ❖ upto 60 EMI
❖One Surety ❖for Festival & Family Functions

### Gold Loan

❖ upto Rs. 9.00 Lakhs
❖ upto 108 EMI
❖ One Surety
❖ Gold and Silver Coins from M/s.MMTC-PAMP India Pvt. Ltd.

50 Grams Silver Coin
Stylised Laxmi Ganesh
Colour Coin Capsule Type



10 gm - 24 Ct Gold Coin



20 gm - 24 Ct Gold Coin



### Member Welfare Schemes :

- For the benefit of our Members, the Society is offering Four Welfare Schemes (as per Rules and Regulations)
  - Loan Coverage Scheme (upon death of a Member) (Free Loan Coverage Scheme for all Loans)
  - Distress Relief Fund
  - Personal Accident Coverage Scheme
  - Education Award
- Personal Accident Coverage of Rs. 10 Lakhs :
  You are covered under Personal Accident Coverage Scheme of the Society, for a Sum of Rs.10 Lakhs, subject to the rules and regulations governing the same. In the event of loss of organs, arising out of an accident, then compensation ranging from Rs.10 Thousand to Rs.10 Lakhs will be paid, depending upon the loss of organs and or earning capacity, as per the Rules of the Insurance Company, MV Act and IRDA Rules.
- Please note that, in case of any accident, intimation should be given to the society, **within 24 hours, from the time and date of such occurrence** and in any case, not later than three days, from the date of occurrence, failing which, no claim shall be entertained.
- All Welfare Schemes are subject to the Rules and Regulations applicable for each such Scheme/s, Bye Laws of the Society, as per MSCS Act 2002 and its rules and other relevant laws.
- Suicide and Accidents / Incidents, occurring on account of Consumption of Alcohol / Drugs / Intoxicants / Violation of Laws are NOT COVERED, under any of the Welfare Schemes.
- Conditions as per the Bye-Law, rules and regulations framed by the Board of Directors, as existing and as may be amended from time to time, shall apply. All disputes / issues are covered under the provisions of MSCS Act & Rules 2002, Bye-Laws of the Society and are under Chennai Jurisdiction only.

**Under the 4 Welfare Schemes, as on 31.03.2025**

**Rs. 176.39 Crores**

have been paid to

**20,533** Members, Member's Families and Sureties

Only Society Continuously Paying DIVIDEND to the Members for 117 Years, without fail.

**No** Processing Fees
Documentation Charges
Online Transfer Charges
Loan Insurance Charges

**New Schemes :**
**Loan for Purchase of House Site, & Housing Loan**

**Free SMS Alert for**
EMI Received / EMI Not received details
Monthly Statement of Account details
Introduction of New Schemes details
Loan amount transfered to Bank Account details with RBI UTR No.

All our Branches are Computerised, Loan Applications received upto 12.00 noon at the branches will be processed and the payment will be arranged on the following day itself, subject to eligibility. All loans, Schemes etc., are as per the rules, regulations, Byelaws and MSCS Act 2002.

For the benefit of our Members, the Society has made arrangements for using *"WhatsApp"*. Add the following Numbers, 9344877273, 7824820162, in your Contact List, so that, *"WhatsApp Groups"* of our Members, can be created and information from the Society, is directly passed on to you. Facility also exists for the Members, to directly contact the Headquarters of the Society, through *"Zoom App"*. Hence, it is suggested that, the *"Zoom App"* may be downloaded, in your Mobile Phone, so that the Society can send a Link, for direct Video Call, as and when required.

For enquiry Contact

**08148387240, 08148387241, 08148387242, 07418148957**

**N. MANIVANNAN**
Chief Executive

# INDIAN RAILWAYS

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**New Pamban Bridge**



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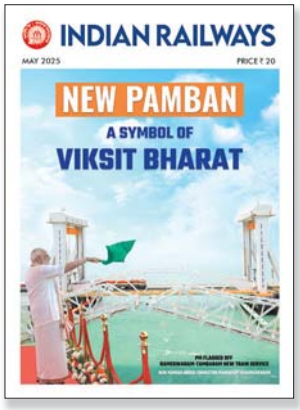
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# Editorial

Indian Railways has completed an unforgettable journey of 172 years. This journey is not merely a tale of iron tracks and engines, but a chronicle of the emotions, aspirations and dreams of millions of Indians. Throughout this long voyage, Indian Railways has witnessed many ups and downs, yet its core mission has remained unchanged—to provide the people of the nation with a safe, accessible and reliable travel experience.

In the past decade, Indian Railways has accelerated its pace of development, reflecting the confidence of a 'New India'. Under the visionary leadership of the Prime Minister and his ambitious plans tailored to fulfill the aspirations of modern India, Indian Railways have risen to meet global standards. Projects such as the Udhampur-Srinagar-Baramulla Rail Link, the Rishikesh-Karnaprayag Broad Gauge Line, the Bullet Train, the new Pamban Bridge and the Dedicated Freight Corridors (DFCs) form the foundation of India's social, economic and strategic resilience. These initiatives not only strengthen the country's infrastructure but also bring development to regions previously isolated from the mainstream.

Recently, the Union Cabinet approved five multi-tracking railway projects under the PM Gati Shakti National Master Plan, extending the network by 1360 kilometers. These projects are expected to benefit over 6.1 million people and create employment opportunities for lakhs across the nation.

The breakthrough of Tunnel No. 8—Saud-Janasu Tunnel—on the Rishikesh-Karnaprayag rail project was achieved on 16th April, 2025, making it the longest railway tunnel in Indian Railways. This ambitious project connects five hilly districts of Uttarakhand, with over 83 percent of the route passing through tunnels—highlighting the immense engineering and technical challenges involved. This breakthrough is not merely an engineering feat but also a reflection of the government's commitment to delivering robust connectivity to even the most remote regions of the country.

On 6th April 2025, Narendra Modi, Prime Minister dedicated the new Pamban Bridge to the nation. It is India's first vertical lift sea bridge, a remarkable example of modernity, innovation and engineering excellence. Constructed parallel to the over 100-year-old original bridge, it allows smooth passage for ships below while ensuring seamless rail movement above.

Today, Indian Railways is not just a mode of transport—it has become the heartbeat of a self-reliant and progressive India.

We hope you find this edition insightful and inspiring. Do share your feedback with us.

# 172 Years of
# INDIAN RAILWAYS

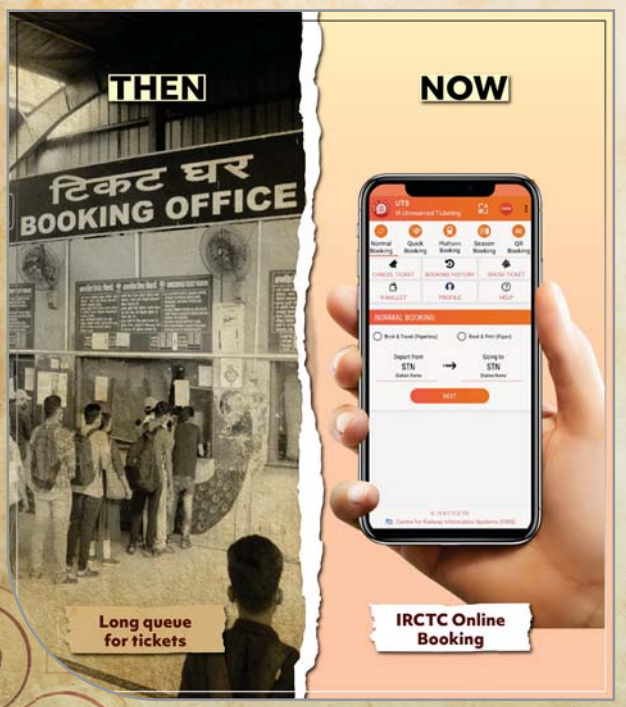
## *From Steam to Speed*

A journey of transformation!





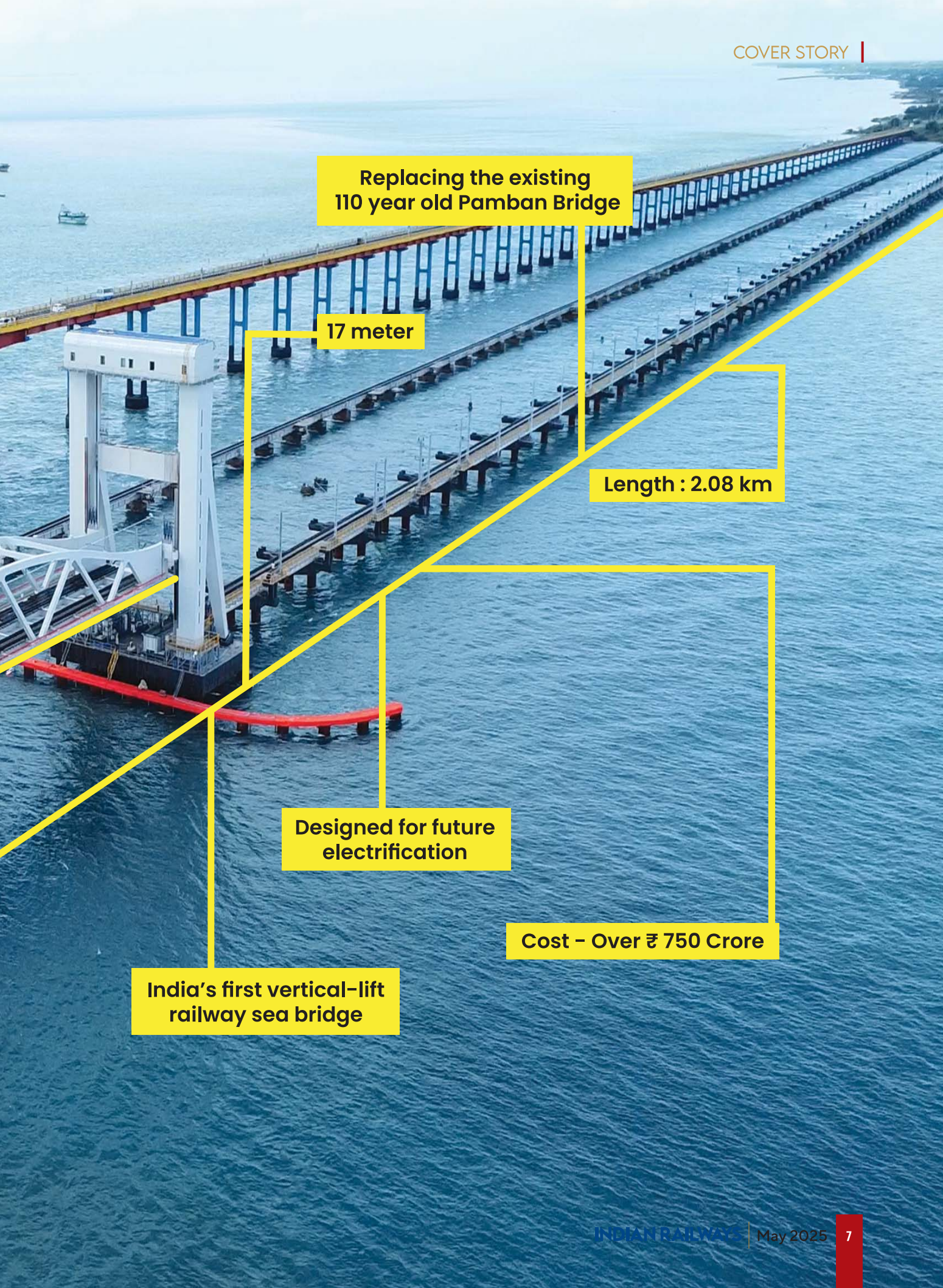







# NEW PAMBAN A Symbol of VIKSIT BHARAT




Replacing the existing
110 year old Pamban Bridge
17 meter
Length : 2.08 km
Designed for future
electrification
Cost - Over ₹ 750 Crore
India's first vertical-lift
railway sea bridge

## *Prime Minister Inaugurated*

# New Pamban Rail Bridge

***PM Flagged Off Rameswaram-Tambaram (Chennai) New Train Service***




*Narendra Modi, Prime Minister inaugurated the new Pamban Rail Bridge. R N Ravi, Governor of Tamil Nadu, Ashwini Vaishnaw, Minister of Railways, Dr. L. Murugan, Minister of State and other dignitaries were also present*

Narendra Modi, Prime Minister laid the foundation stone and dedicated to the nation various rail and road projects worth over ₹8300 crore in Rameswaram, Tamil Nadu on 6th April, 2025. Earlier, he inaugurated the new Pamban Rail Bridge - India's first vertical lift sea bridge and flagged off a train and a ship from the road bridge and witnessed the operation of the bridge.

Addressing the gathering on the occasion, the PM said that today marks the auspicious occasion of Shri Ram Navami. The divine rays of the sun adorned Ram Lalla with a grand tilak at the magnificent Ram Mandir in Ayodhya. 'Lord Shri Ram's life and the inspiration of good governance from his reign serve as a significant foundation for nation-building,' he said. Addiding that Tamil Nadu's Sangam-era literature also mentions Lord



Shri Ram, he extended heartfelt greetings to all citizens on the occasion of Shri Ram Navami from the sacred land of Rameshwaram.

'I feel blessed to have prayed at the Ramanathaswamy temple today,' said the PM, adding that on this special day, he had the opportunity to hand over development projects worth ₹8300 crore. He stressed that these rail and road projects will significantly boost connectivity in Tamil Nadu. He congratulated the people of Tamil Nadu for these transformative initiatives.

Noting that Rameswaram is the land of Bharat Ratna Dr. Kalam, whose life demonstrated how science and spirituality complement each other, the Prime Minister said, 'the new Pamban bridge to Rameswaram symbolizes the union of technology and tradition'. A town thousands of years old is now connected by a 21st-century engineering marvel. He expressed gratitude to the engineers and workers for their dedication and hard work. PM highlighted that this bridge is India's first vertical lift railway sea bridge, allowing big ships to sail underneath while enabling faster train travel.

Underlining that the demand for this bridge had persisted for many decades, PM said that, with



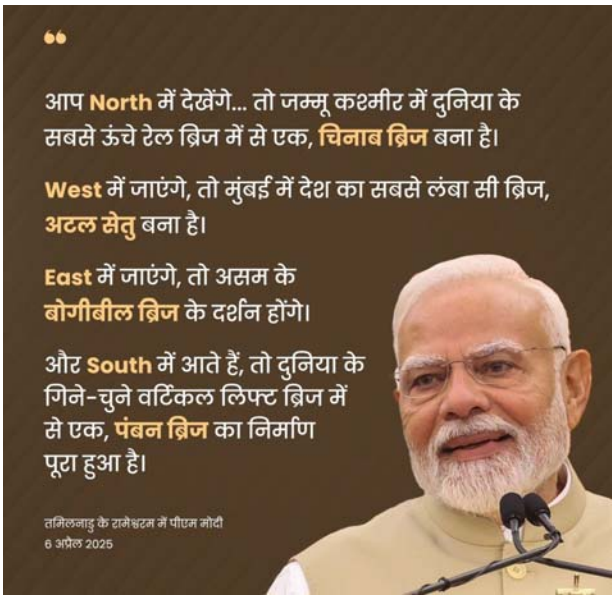

the blessings of the people, the privilege of completing this work was achieved. The Pamban Bridge supports both ease of doing business and ease of travel, positively impacting the lives of lakhs of people. The Prime Minister underscored that the new train service will enhance connectivity from Rameswaram to Chennai and other parts of the country. This development will benefit trade and tourism in Tamil Nadu, while also creating new job and business opportunities for the youth.

'In the past 10 years, India has doubled the size of its economy,' mentioned the PM, highlighting that one of the key reasons for this rapid growth is the country's remarkable modern infrastructure. In the last decade, the budget for infrastructure such as railways, roads, airports, ports, electricity, water and gas pipelines has increased nearly sixfold. 'Today, mega projects are progressing rapidly across the country,' he exclaimed pointing

out that in the North, the Chenab Bridge in Jammu and Kashmir, one of the world's tallest rail bridges, has been constructed. In the West, Mumbai is now home to the country's longest sea bridge, the Atal Setu. In the East, the Bogibeel Bridge in Assam stands as a testament to progress, while in the South, the Pamban Bridge, one of the world's few vertical lift bridges, has been completed. The PM further highlighted that the Eastern and Western Dedicated Freight Corridors are nearing completion. He emphasized that work is progressing rapidly on the country's first bullet train, while modern trains like Vande Bharat, Amrit Bharat and Namo Bharat are making the rail network more advanced.

Stressing that when every region of India connects with one another, the path to becoming a developed nation strengthens, Modi said that this has been the case in every developed nation and region across the world. As every state in India connects, the full potential of the country is being realized. This connectivity is benefiting every region of the nation, including Tamil Nadu.

'Tamil Nadu plays a significant role in India's journey towards becoming a developed nation,' exclaimed the Prime Minister, underscoring that as Tamil Nadu's potential grows, India's growth will accelerate further. Over the past decade, the central government has allocated three times more funds for Tamil Nadu's development compared to the period before 2014. This




increased funding has greatly contributed to Tamil Nadu's economic and industrial growth.

Underlining that infrastructure development in Tamil Nadu is a priority for the Government of India, Modi highlighted that over the past decade, Tamil Nadu's railway budget has increased more than sevenfold. He added that before 2014, rail projects in Tamil Nadu received only ₹900 crore annually, while this year, the railway budget for Tamil Nadu exceeds ₹6000 crore. He further highlighted that the Government of India is modernizing 77 railway stations in the state, including the Rameswaram station.



*Narendra Modi, Prime Minister flagged off Rameswaram-Tambaram (Chennai) New Train Service*

# Prime Minister Dedicated Three New Rail Lines and Flagged Off Four Train Services in Bihar

- ***Rail projects worth ₹869 crore to boost connectivity and development in rural regions***
- ***Bihar got its first Namo Bharat Rapid Rail and second Amrit Bharat Express***

On the occasion of National Panchayati Raj Day, Narendra Modi, Prime Minister dedicated three major railway projects to the nation from Madhubani district in Bihar via virtual mode on 24th April, 2025. These projects—Supaul-Pipra new rail line, Hasanpur-Bithan new rail line and Khagaria-Alauli rail line—have been developed at a cost of ₹869 crore. Alongside, the Prime Minister flagged off four new train services: the Jayanagar–Patna 'Namo Bharat Rapid Rail', the Saharsa–Lokmanya Tilak Terminus 'Amrit Bharat Express' and new services between Pipra and Saharsa and Saharsa and Samastipur.

These railway projects fulfil the long-standing demands of flood-affected districts such as Supaul, Saharsa, Khagaria and Madhubani. They will not only connect rural and underdeveloped regions to the broader rail network but also create new opportunities for development and employment. The newly launched Amrit Bharat Express between Saharsa and Mumbai (Lokmanya Tilak Terminus) is the third in the country and the second for Bihar, offering passengers a comfortable journey with modern amenities. The Jayanagar–Patna 'Namo Bharat Rapid Rail' is Bihar's first rapid rail service and only the second of its kind in India after Ahmedabad–Bhuj.

In his address, Prime Minister said, 'India is rapidly enhancing its connectivity through infrastructure like railways, roads and airports.' He highlighted that metro projects are underway in Patna and over 24 cities across the country are now connected by metro networks. The introduction of the 'Namo Bharat Rapid Rail' between Jayanagar and Patna will significantly reduce travel time and benefit millions of people in Samastipur, Darbhanga, Madhubani and Begusarai. He also spoke about the Amrit Bharat Express between Saharsa and Mumbai, noting how it will greatly benefit migrant worker families.

The Prime Minister stated that the government is modernizing several railway stations in Bihar, including those at Madhubani and Jhanjharpur. He remarked, 'these development projects are creating new employment opportunities in Bihar.' These projects are expected to strengthen railway connectivity across the state, reduce the rural-urban divide and improve access to educational institutions, hospitals and markets.



*Narendra Modi, Prime Minister dedicated new rail lines and flagged off new train services in Bihar. Also present were Arif Mohammed Khan, Governor of Bihar, Nitish Kumar, Chief Minister of Bihar, Rajiv Ranjan Singh, Jitan Ram Manji, Giriraj Singh, Chirag Paswan, Nityanand Rai, Ram Nath Thakur and Dr. Raj Bhushan Choudhary, Union Ministers*

# Amrit Bharat Express

***22 Coach rake formation with Locomotives on both ends***

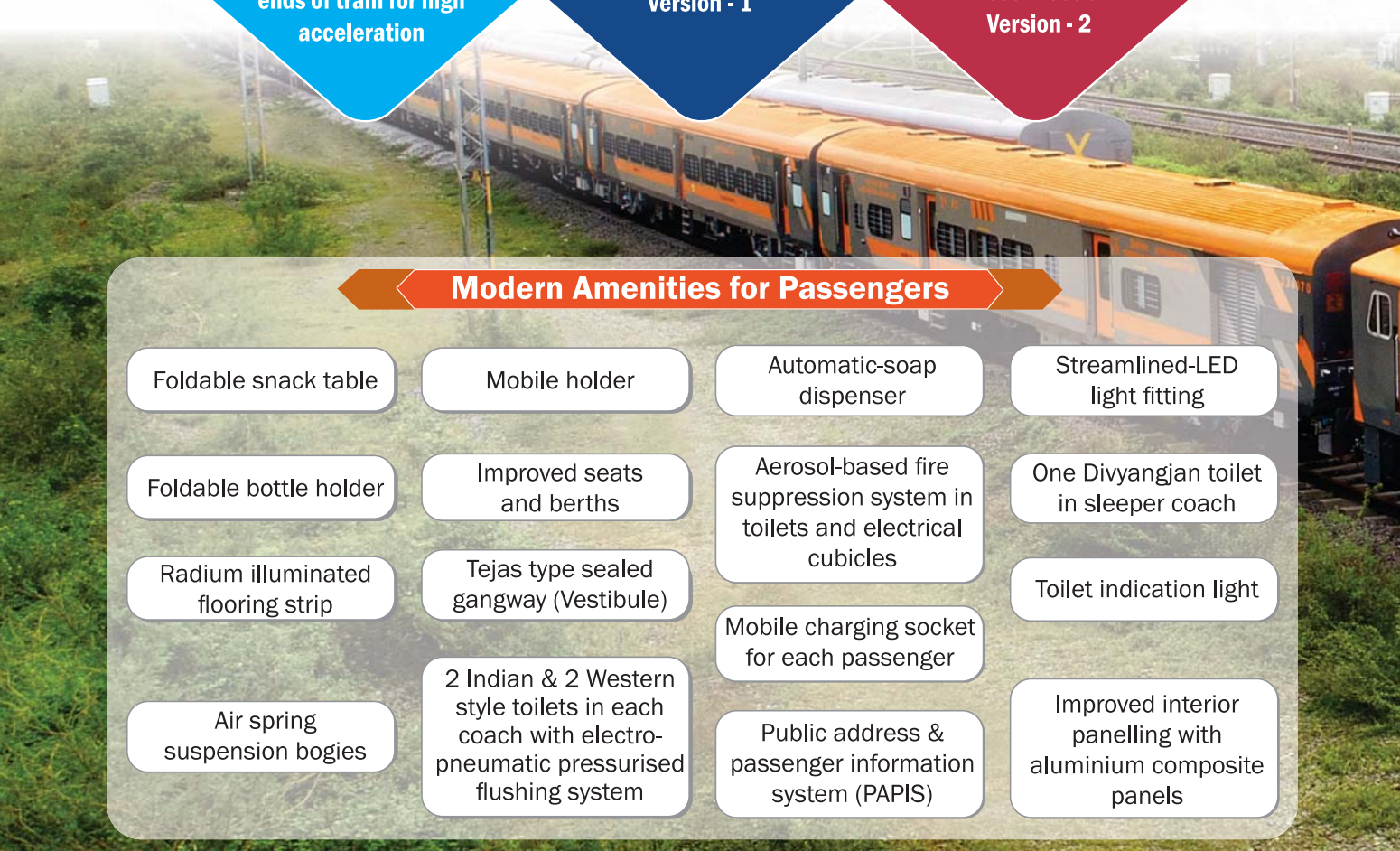
**Speed Potential: 130 kmph**

| Version -1 | Version -2 |
|---|---|
| LOCO+1 LSLRD + 4 LWS+12 LWSCN+ 4 LWS+1LSLRD+LOCO | LOCO+ 1 LSLRD + 5 LWS+4 LWSCN + 1 LWCB+4 LWSCN + 6 LWS + 1 LSLRD + LOCO |
| **Quantity:** 2 rakes in 2024 | **Quantity:** 25 rakes in 2025 |

**Control couplers on end walls for push-pull operation with Locos at both ends of train for high acceleration**

**Semi-permanent couplers for jerk-free travel - Version - 1**

**Semi-Automatic couplers for jerk-free travel and esay connection/ disconnection Version - 2**



## Modern Amenities for Passengers

- Foldable snack table
- Foldable bottle holder
- Radium illuminated flooring strip
- Air spring suspension bogies
- Mobile holder
- Improved seats and berths
- Tejas type sealed gangway (Vestibule)
- 2 Indian & 2 Western style toilets in each coach with electro-pneumatic pressurised flushing system
- Automatic-soap dispenser
- Aerosol-based fire suppression system in toilets and electrical cubicles
- Mobile charging socket for each passenger
- Public address & passenger information system (PAPIS)
- Streamlined-LED light fitting
- One Divyangjan toilet in sleeper coach
- Toilet indication light
- Improved interior panelling with aluminium composite panels



## Additional Features in Amrit Bharat Version 2.0

- Semi-automatic couplers instead of semi-permanent for easy attachment and detachment.
- Crashworthy features.
- Electro-pneumatic assisted brake system for quick brake application.
- Fully sealed gangway for quick coupling and decoupling.
- Vacuum evacuation system similar to Vande Bharat.
- Toilets with SMC (Sheet Moulding Compound) material for maintenance friendly and better aesthetics.
- One Divyangjan toilet in sleeper coach.
- Toilet indication light.
- Automatic hygiene odour control system in FRP Modular toilet.
- On-board condition monitoring system (OBCMS) for real time monitoring of Wheel and Bearing.
- IoT based water level indicators – Internet based water level indicators to help watering station and onboard staff.
- External emergency lights to provide basic lighting during emergency situations like derailments and accidents.
- Charging sockets – USB A & C type ports.
- Fans with SS grills.
- Streamlined – LED light fitting.
- Public address and passenger information system.
- Tejas type gangway.
- Aerosol-based fire suppression system in toilets and electrical cubicles.



# Namo Bharat Rapid Rail

***This is a 12 car train which can travel at a speed of 110 kmph***

## Seliant Features of Namo Bharat Rapid Rail

- New generation light weight bogies with fully suspended traction motors
- 50% powering (every alternate coach is motorized)
- New improved ventilation ducting for traction motors
- Wheel mounted disc brakes
- Re-generative braking system
- Aerodynamically shaped driving ends
- Automatic double leaf plug doors
- Wider and sealed two-layered gangways between coaches
- End to end through passage
- All propulsion equipment under the car body
- Continuous sealed windows
- Best-in-class interior finish
- 3x3 seating layout and hand holds for standees
- Continuous LED lighting
- Fully air conditioned train
- HVAC system with 100% redundancy
- Centralised Coach Monitoring System - HVAC monitoring and control and communicating information/alert to control centre/ maintenance staff through GSM/ GPRS
- CCTV surveillance cameras



- Platform cameras on two DTC coaches
- Cockpit like driver cabin
- Cab recording
- Vigilance Control Device and Event Recorder
- Signal exchange lights in the driver cabs
- Onboard infotainment
- GPS-based LED display and announcement system
- Fire detection system in all coaches
- Disaster lights in each coach
- Fire survival cables for critical systems
- Explosion proof Lithium ion batteries
- Three hours of emergency back-up in case of OHE failure
- Emergency talk-back unit – communication from driver to passenger in emergency
- KAVACH – Train Collision Avoidance System



# Prime Minister Inaugurated India Assisted Rail Infrastructure Projects in Sri Lanka

Narendra Modi, Prime Minister accompanied by Anura Kumara Disanayaka, President of Sri Lanka, on 6th April, 2025 participated in a ceremony to inaugurate and launch two railway projects built with Indian assistance in Anuradhapura.

The leaders inaugurated the 128 km Maho-Omanthai railway line refurbished with Indian assistance of USD 91.27 million, followed by the launch of construction of an advanced signalling system from Maho to Anuradhapura, being built with Indian grant assistance of USD 14.89. These landmark railway modernisation projects implemented under the India-Sri Lanka development partnership represent a significant milestone in strengthening north-south rail connectivity in Sri Lanka. They would facilitate fast and efficient movement of both passenger and freight traffic across the country.




*Narendra Modi, Prime Minister along with Anura Kumara Disanayaka, President of Sri Lanka flagged off a train service and launched two railway projects in Anuradhapura*

INDIAN RAILWAY FINANCE CORPORATION
(A Government of India Enterprise)
Future on Track

**A Beacon of Eminence**

**IRFC Annual Results FY 2024-25**

**Robust Growth, Sterling Resolve**

**Figures We Are Proud of.**

**We registered Highest Ever**

- Revenue for a FY at ₹27156.41 crore
- PAT ₹6502 crore
- EPS of ₹4.98
- Net Worth: ₹52,668 crore
- Book Value: ₹40.30 per share
- Dividend of ₹3005 crore in FY 2024-25
- Highest CRAR in Industry: 672.85%
- Maintained nil NPA
- Lowest overheads in Industry: 0.1% of revenue
- Improved Fortune India 500 Rating at 91st

# Cabinet Approved Five Multi-Tracking Projects

- ₹ 19,990 crore investment
- 1360 km network expansion
- Over 61 lakh people to benefit
- PM Gati Shakti National Master Plan in Action



In a major infrastructure push aligned with the vision of Atmanirbhar Bharat and the PM Gati Shakti National Master Plan, the Union Cabinet, chaired by Narendra Modi, Prime Minister has approved five multi-tracking railway projects worth ₹19,990 crore aimed at increasing capacity, reducing congestion and promoting regional development across key states in India.

These projects—cleared on 4th and 9th April, 2025—will add 1360 km of additional rail lines to the Indian Railways network, spanning the states of Maharashtra, Odisha, Chhattisgarh, Andhra Pradesh and Tamil Nadu, impacting 18 districts and directly benefitting over 61 lakh people.

## Approved Projects

**Sambalpur–Jarapada (Third and Fourth Line) Odisha**
**Jharsuguda–Sason (Third and Fourth Line) Odisha**

Both projects are critical for improving freight operations in Odisha's coal-rich belt. These will ease congestion in one of the most mineral and coal-intensive regions of India, aiding faster movement of energy, industrial and agricultural goods.

**Kharsia–Naya Raipur–Pamalakasa (Fifth and Sixth Line) Chhattisgarh**

This project will enhance connectivity between Kharsia, Naya Raipur (Smart City) and Pamalakasa, creating seamless freight movement, decongesting existing lines and opening up new industrial opportunities, including proposed cement plants in Baloda Bazar.

**Gondia–Balharshah (Doubling) Maharashtra**

A major trunk route connecting eastern and western India, the doubling project includes the construction of 19 new stations and will provide a big boost to aspirational districts like Gadchiroli and Rajnandgaon. The corridor is vital for the transport of coal, limestone, steel and agricultural goods, promoting inclusive development in underserved regions.

**Tirupati–Pakala–Katpadi (Doubling) Andhra Pradesh and Tamil Nadu**

This 104 km project will enhance capacity on the highly trafficked pilgrimage and tourism corridor connecting Tirumala Venkateswara Temple, Sri Kalahasti Temple, Kanipakam Ganesh Temple and Chandragiri Fort.



| Feature | Projects Details |
|---|---|
| Network Expansion | 1360 km |
| Total Investment | ₹19,990 crore |
| States Covered | Odisha, Maharashtra, Chhattisgarh, Andhra Pradesh and Tamil Nadu |
| Districts Covered | 18 |
| Villages Benefited | 3,750+ |
| Population Benefited | 61.25 lakh |
| New Stations | 19 |
| Additional Freight Capacity | 92.77 million tonnes/year |
| Oil Import Savings | 990 million litres |
| $CO_2$ Emission Reduction | 4970 million kg |
| Tree Equivalence | 200 million trees |

## Strategic and Economic Benefits

These multi-tracking projects are part of India's broader infrastructure transformation under the PM Gati Shakti National Master Plan, which integrates rail, road, port, air and logistics for multimodal, cost-effective connectivity. Benefits include:

Increased rail efficiency and decongestion on critical corridors.

Boosted freight capacity for coal, cement, fertilizers, iron ore, steel, agricultural goods and minerals.

Direct job creation and self-employment opportunities through industrial growth.

Faster and safer passenger services in highly populated and high-demand regions.

Support to Smart Cities and industrial clusters, especially in Chhattisgarh and Maharashtra.



## Sustainability and Green Rail Goals

Indian Railways, as the most energy-efficient and eco-friendly mode of mass transport, will significantly contribute to:

India's Net Zero Emissions Target.

Reduction in crude oil imports by nearly 990 million litres annually.

Lowering national logistics costs.

Saving the environment through reduction in $CO_2$ emissions equivalent to planting 200 million trees.

## New India on Track

These projects represent more than just the addition of tracks—they symbolize a comprehensive strategy for growth, sustainability and self-reliance. They echo the vision of Narendra Modi, Prime Minister to build a modern, connected and inclusive Bharat where Railways is the engine of development.





## Lok Sabha Speaker Flagged Off

# Dr. Ambedkar Nagar-Kota-New Delhi Express from Kota



*Om Birla, Lok Sabha Speaker flagged off Dr. Ambedkar Nagar-Kota-New Delhi Express from Kota*

On the eve of Bharat Ratna Dr. B.R. Ambedkar's birth anniversary, a new train—Dr. Ambedkar Nagar–Kota–New Delhi Express—was inaugurated on 13th April, 2025. Om Birla, Lok Sabha Speaker flagged off the train from Kota, while Dr. Mohan Yadav, Chief Minister, Madhya Pradesh and Ashwini Vaishnaw, Minister of Railways joined the event virtually to flag off the train simultaneously via video conferencing.

Speaking at the event, Om Birla stated that under the leadership of Narendra Modi, Prime Minister, Indian Railways has undergone remarkable transformation over the last ten years. He said that modern trains like Vande Bharat and Namo Bharat reflect India's speed, self-reliance and confidence. The launch of this new train is not just about connectivity—it marks a significant step toward development and social inclusion. The direct rail link to Dr. Ambedkar's birthplace will serve as a vehicle to spread his ideas to the public. The new service will connect Kota with major cities like Delhi, Indore and Ujjain, thereby boosting trade, education, pilgrimage and employment opportunities.

Joining virtually, Ashwini Vaishnaw, Minister of Railways called the day historic for Indian Railways. He noted that launching this train from 'Mhow', the birthplace of Dr. Ambedkar, on the eve of his birth anniversary, adds special significance. The new service will also enhance connectivity for pilgrims travelling to Ujjain for the Simhastha Mahakumbh in 2028 and benefit surrounding regions.

Dr. Mohan Yadav, Chief Minister expressed his gratitude to the Prime Minister and Minister of Railways for introducing the new train, which aims to promote tourism between Rajasthan and Madhya Pradesh and improve passenger convenience and regional mobility.




*Dr. Mohan Yadav, Chief Minister, Madhya Pradesh, Ashwini Vaishnaw, Minister of Railways and other dignitaries joined the event virtually*

# Better Infrastructure, Technology and Trains–IR Set to Boost Better Services in Mumbai Suburban Network

In a media interaction on the theme 'Better Infrastructure, Better Technology, Better Trains' held on 11th April, 2025 in Mumbai, Devendra Fadnavis, Chief Minister of Maharashtra and Ashwini Vaishnaw, Minister of Railways jointly addressed the press to highlight the transformative progress in railway infrastructure across Maharashtra. Indian Railways' commitment to modernization, improved commuter experience and enhanced regional connectivity, with a special focus on the Mumbai Suburban Railway Network.

## Better Infrastructure

Vaishnaw emphasized that infrastructure development is the cornerstone for increasing suburban services. Projects worth nearly ₹17,000 crore, covering more than 300 km of new lines, are currently underway at a rapid pace. These initiatives aim to decongest existing lines, improve service frequency and cater to the ever-growing demand of Mumbai's suburban commuters.

## Better Technology

Vaishnaw announced the upcoming launch of Kavach 5.0, a state-of-the-art safety and signalling system tailored for the suburban section. Kavach 5.0 is expected to significantly reduce the inter-train headway, enabling more trains to run safely and efficiently.

## Better Trains

In a major upgrade to passenger comfort, the Minister revealed that 238 new air-conditioned suburban rakes will soon be introduced. These rakes have been uniquely designed keeping in mind the needs of Mumbai's commuters, promising a more comfortable and reliable travel experience.

Devendra Fadnavis, Chief Minister also elaborated that Mumbai One Card, will soon be launched, which is a single and all integrated card set to transform public transport across MMR region for passengers travelling in suburban trains, metro rails, mono-rail, BEST buses, etc.



*Devendra Fadnavis, Chief Minister, Maharashtra and Ashwini Vaishnaw, Minister of Railways addressed the press to highlight the progress in railway infrastructure across Maharashtra*

Together this infrastructure, technology and rolling stock advancements are expected to increase the number of suburban services, dramatically improving daily transit for millions of Mumbaikars.

First Indian Institute of Creative Technology an institute of National importance in creative sphere will come up at Mumbai and this will be transformative for Indian creative industry to make it a world class infrastructure hub.

## Strategic Rail Projects in Maharashtra

A major announcement during the interaction was the doubling of the Gondia–Ballarshah railway line, a 240 km strategic corridor with an investment of ₹4819 crore. This key project connects Vidarbha and Marathwada, easing congestion and enabling faster passenger and freight movement. It will also strengthen Maharashtra's rail links with Andhra Pradesh and Chhattisgarh, boosting regional trade and integration.

Vaishnaw stated that this transformative project is set to play a pivotal role in enhancing passenger and freight connectivity between northern and southern India. The approved project encompasses comprehensive upgrades along the 240 km of existing track, including modernization of 29 railway stations, construction of 36 major bridges,

338 minor bridges and 67 Road under Bridges (RuBs) to streamline operations and enhance safety.

'With this doubling, connectivity between North and South India will be vastly improved. Aspirational districts in the region will witness rapid development,' stated Vaishnaw. Minister of Railways further stated that this will be a game-changer for both passengers and industries dependent on rail logistics. He also said that this upgradation will boost regional economy and tourism.

### Other Notable Railway Projects Include

In addition, 132 stations across Maharashtra are being redeveloped under the Amrit Bharat Station Scheme. Of the 1300 stations nationwide under this initiative, many are nearing completion, with significant progress reported at many others.

### A Vision for the Future

These ambitious undertakings alongside the Mumbai–Ahmedabad Bullet Train, Dedicated Freight Corridors and large-scale station redevelopment works are set to revolutionize transportation in Maharashtra.

Indian Railways has committed an unprecedented ₹1,73,804 crore of investment in the state, underscoring Maharashtra's strategic importance in the national rail network and its future growth trajectory.

Chief Minister underlined the importance of WAVES (World Audio Visual and Entertainment Summit, importance of a record budget allocation by Indian Railways to Maharashtra and benefits to the region by doubling of railway line between Gondia - Ballarshah stations. He also announced running of Chhatrapati Shivaji Maharaj and the Glorious Maratha Tour train by IRCTC soon. A special curated tour to showcase the glorious history and the grand heritage of Chhatrapati Shivaji Maharaj along with other cultural and pilgrimage destinations of Maharashtra in 10 days journey by Bharat Gaurav Tourist train was also stated by the CM.

## MR Paid Floral Tribute to Bharat Ratna Babasaheb Ambedkar on His Birth Anniversary



Ashwini Vaishnaw, Minister of Railways paid floral tribute to Bharat Ratna Dr. B.R. Ambedkar on his birth anniversary at Rail Bhawan, New Delhi on 14th April, 2025. Satish Kumar, Chairman & CEO along with other Board members, also offered floral tributes. Similar commemorative events were organized across all Zonal Railway and Production Units where a large number of railway personnel paid their respects with reverence and devotion.

***Rishikesh - Karnaprayag New BG Rail Link Project***

## Successful Breakthrough of
# India's Longest Transport Tunnel no. 8

Successful breakthrough of India's longest transport tunnel no. 8 (Rishikesh - Karnaprayag project) was witnessed by Pushkar Singh Dhami, Chief Minister, Uttarakhand, Ashwini Vaishnaw, Minister of Railways and Anil Baluni, MP on 16th April, 2024.

Tunnel no. 8 having length of 14.58 km in Rishikesh- Karanprayag Railway Project is going to be the longest transport tunnel in India.

Presently Rail Tunnel of 12.75 km between Khari and Sumber Stations on Katra-Banihal Section of Udhampur Srinagar Baramulla Rail Link (USBRL).

Atal tunnel regarded as longest road tunnel in Manali-Leh Highway is 9.02 km long.

### Final Location Survey (FLS)

- Considering the topographical constraints and challenges, FLS made use of the latest technology and took the benefit of the expertise of international consultants, institutes of repute and eminent experts in the fields of tunnelling, bridges, railway etc. at the planning stage itself.
- Work of proof of consultancy was given to IIT-Roorkee, with Director, IIT Roorkee heading the team.
- To overcome constraints of accessibility imposed by rugged topography for the FLS work, satellite imagery was used.

Highest resolution stereo satellite imagery available in the world for civilian use with 50 cm resolution captured by US World View-2 (WV-2) Satellite were used to develop a high accuracy (2m) Digital Elevation Model (DEM).

This was much superior to Google Earth, in a corridor of 2.5 km either side of alignment finalized in the RECT Survey.

- The construction of railway lines in rugged Himalayan topography with complex geology have many risks/uncertainties and technical challenges.
- A committee of experts (EC) of international repute in the field of railway line construction in hilly areas were engaged. They were, M. Ravindra, (ex-Chairman Railway Board) Railway expert J. Golshar of M/s Geoconsult Austria, International tunnel expert and Dr. V K Raina, International bridge expert.



*Pushkar Singh Dhami, CM, Uttarakhand along with Ashwini Vaishnaw, Minister of Railways witnessed the breakthrough of India's longest transport tunnel no. 8*

### Salient features

- 12 stations, 19 major bridges, 38 minor bridges.
- Total length of project : 125.20 km.

  83% of this is tunnel (104 km).

  14.72% is open cutting embankments (18.4 km).

  2.21% is important bridges (3.07 km).
- Total length of main tunnel 104 km and number of tunnels are 16.
- Total tunnel length of the project is 213.57 km (16 main tunnels of 104 km, 12 escape tunnels of 97.72 km and 7.05 km cross passage).

- Longest Tunnel : 14.58 km.

  Bridge length : 0.5 km Srinagar Bridge no. 9.

  Bridge height 46.9 meter Gauchar Bridge 15.

  Longest span bridge : 125 meter Devparyag bridge no. 6.

| Item | Parameters |
|---|---|
| Gauge | 1676 mm (BG) Single line |
| Electrification | Electrified Section (Rigid Overhead Catenary (ROC). |
| Ruling Gradient | 1 in 80 (C) |
| Maximum Degree of Curvature | 2.75 |
| Maximum speed for Passenger Trains | 100 km/h |
| Maximum speed for Goods Trains | 65 km/h |
| Limiting Gradient in Station Yards | 1 in 400 (Max) |
| Bridge loading standard | 25 T standard loading of 2008 |
| Seismic Zone | Zone-IV (Entire Alignment) (Site Specific Seismic Spectrum) |

## Current Status of the Project

- Land: 100% land was acquired before commencement of work.

**The details of Forest, Government and Private Land is as under**

| Type of Land | Area (Ha) | Area (%) |
|---|---|---|
| Forest Land | 564.02 | 71.56% |
| Government Land | 59.29 | 7.52% |
| Private Land | 164.88 | 20.92% |
| Total | 788.20 | 100% |

- Enabling works carried out for fast tracking of works.

Geological survey (1:5000 scale) and Geo-physical studies (Seismic and resistivity survey) for the entire project completed.

Geo-Technical Investigations (GTI) for the entire project completed -164 bore holes and 15.6 km of rock drilling (upto 600 meter deep).

Hydrological studies (National Institute of Hydrology) and site-specific Seismic studies and MASW studies (IIT Roorkee) for all major bridges completed.

Approach road construction to various work sites completed.

## Adits Tunnels Completed for Main Tunnel Works

- 1st Block Section

The 1st Block section of 5.7 km between existing Virbhadra station and Yog Nagari Rishikesh Station (PK-1A) was commissioned in March 2020. Train maintenance facilities have been developed.

## Tunnel

Beyond 6 km, the alignment is in tunnels. 16 tunnels have been divided in 10 packages. DD&PMC contracts completed the design work in all the packages.

Tunnelling works of all tunnels started simultaneously.

Present tunnelling progress (including Main Tunnel, Escape Tunnel, Adits and Cross passage) is 195 km against a total scope of 213 km.

Eight Adits in various tunnels were identified for creating additional work faces of tunnel excavation for facilitating early completion of long tunnels and were completed before the start of Main Tunnelling work.

## Railway Bridges

Total 19 major bridges, five important and 38 minor bridges. Important bridges are one over Ganga river, one over Chandrabhaga river and three over Alaknanda river.

Eight major bridges completed out of 19 major bridges. Three important bridges completed, one on Chandrabhaga river and two over Alaknanda river.

One RoB and one RuB over NH/SH at Rishikesh has been completed.

Three major road bridges for accessibility to work sites at Gauchar, Srinagar and Sivai are completed.

Work on remaining important and major bridges (11) is in an advanced state of progress.

### Commissioning Targets

Virbhadra-Yog Nagari Rishikesh section commissioned on 20th March, 2020.

The tunnelling works in the project are targeted to be completed by December, 2025. Track works, electrical, OHE and S&T works have been planned and will commence soon.

### Tunnelling and T-8 Tunnel

- IR has total tunnel length till 2014 was 125 km and since 2014 tunnelling done is 468.08 km i.e. 3.7 times.
- This is the first successful TBM use in tunnelling in Himalayan geological terrain and first in IR.
- TBM single shield 9.11 meter excavation has tunnelled 10.4 km, NATM has tunnelled 4.11 km.
- First 600 meter from portal 1 was done by NATM to launch TBM. From portal two Janasu end NATM worked continuously.

### Geological Setting

- Formation: The tunnel predominantly traverses the Chandpur formation of the Jaunsar Group.
- Rock Type: The principal rock unit is Chandpur Phyllite, which includes Quarzitic and Schistose Phyllite with Intercalations of Quartzite Rocks and presence of Quartz Veins.

### Rock Mass Characteristics

- Structure: Closely to very closely jointed and foliated.
- Weathering and Strength: Slightly to moderately weathered and moderately weak to moderately strong rock mass.
- Geological Variability: High variability in rock mass conditions along the tunnel alignment.

### Investigation Constraints

- Access Difficulty: Challenging access due to rugged himalayan terrain, leading to limited geological data.
- Geological Investigations: Initial boreholes-7, total length 1196 meter. Additional boreholes-2, total length 1077 meter.

**Overburden:** Maximum overburden: 800 meter and minimum overburden: 70 meter.

**Tunnel Behaviour:** Very high squeezing behaviour



*Celebrated the breakthrough of India's longest transport tunnel no. 8*

anticipated, especially under average to high overburden conditions due to weak rock mass conditions and depth.

## Key Challenges in TBM Tunnel Construction

### 1. Geological Complexity

- Presence of heterogeneous rock conditions—ranging from poor to medium and hard rock—poses significant challenges for excavation and support.
- Squeezing ground conditions in approximately 20% of the tunnel route, requiring uninterrupted TBM operation except at designated stops.
- Medium to high overburden and deep seated landslides could involve large deformations/ movements.

### 2. TBM Operation and Constraints

- Need for non-stop TBM progress along with ongoing geological and geophysical investigations during construction.
- Risk of TBM entrapment in squeezing zones.
- TBM must navigate through difficult terrain and varying ground conditions without unscheduled stoppages, demanding high system reliability and responsive support.

### 3. Water Ingress

- Significant water inflow identified in two major zones, with a maximum inflow rate of 2000 lpm, posing risks to equipment, safety and progress rates.

### 4. Other Challenges

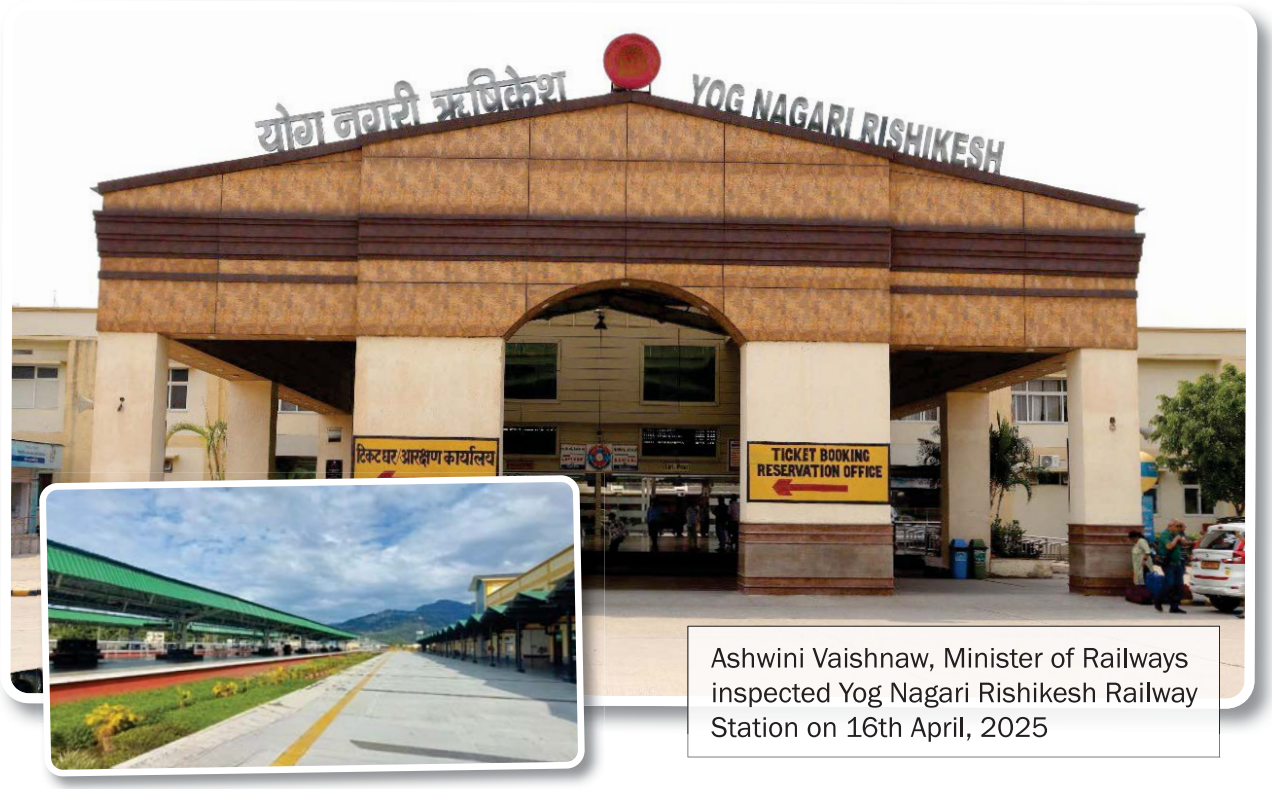
- Logistics and Transportation: Continuous transport of materials and segments along a 30 km national highway, complicated by monsoon season impacts (e.g., landslides, road closures, etc.) and yatra season traffic congestion.
- Material and segment delivery must remain uninterrupted, placing pressure on logistics and supply chain reliability.

## Backfill Grouting System

- Grout pipeline system spans over 11 km, requiring frequent cleaning and maintenance. Adaptation to different mix designs across tunnel segments due to varied geological and structural conditions

## Parallel Construction Activities

- Simultaneous execution of multiple construction activities-cross passages, tunnel excavation and TBM operation logistics.




Ashwini Vaishnaw, Minister of Railways inspected Yog Nagari Rishikesh Railway Station on 16th April, 2025

# MoSR Inspected Road over Bridge Work between Padarayanapura and Hosahalli



V. Somanna, Minister of State for Railways inspected the ongoing construction work of Road over Bridge (RoB) No. 431 between Padarayanapura and Hosahalli in Bengaluru on 5th April, 2025. A new RoB is being constructed at a cost of ₹12 crore to replace the existing old Road over Bridge, which has completed its codal life. This new RoB will provide connectivity between Vijayanagar and Mysuru Road. Later, Somanna inspected the Krishnadevaraya Halt Station and Nayandahalli Station. Tejasvi Surya, MP, Bengaluru South and other senior officials were also present.

# General Manager, SR Held Meeting with MPs

In a meeting held on 24th April, 2025 between R. N. Singh, General Manager, Southern Railway and MPs, key development works-both completed and ongoing pertaining to various constituencies under the Madurai Division were reviewed and appraised to the MPs. The meeting reflected Southern Railway's continued commitment to improving passenger amenities and infrastructure.

The meeting was attended by MPs, Kodikkunnil Suresh, S.Venkatesan, Madurai, Manickam Tagore, Virudhunagar, Robert Bruce, Tirunelveli, Dr. Rani Srikumar, Tenkasi, Thanga Tamilselvan, Theni, Durai Vaiko, Tiruchchirappalli and R. Sachithanantham, Dindigul, (Lok Sabha),



Mavelikkara, Vaiko, M. Mohamed Abdulla and R. Dharmar, (Rajya Sabha). The MPs offered valuable suggestions for the further development of the Madurai Division and improvement of services.

## Kind Attention

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.

editorindianrailways@gmail.com

# Indian Railways and DMRC Signed MoU for Automatic Wheel Profile Measurement Systems




Indian Railways signed a Memorandum of Understanding (MoU) with the Delhi Metro Rail Corporation (DMRC) for the procurement and installation of Automatic Wheel Profile Measurement Systems (AWPMS). The agreement was formalized on 4th April, 2025 at Rail Bhawan, New Delhi.

AWPMS is an advanced system that allows for automatic, non-contact measurement of train wheel profiles, ensuring real-time assessment of wheel geometry and wear. Utilizing laser scanners and high-speed cameras, the system provides accurate and rapid measurements without manual intervention. In case of deviations, automated alerts will ensure timely corrective actions, enhancing both safety and operational efficiency.

The MoU signing ceremony was attended by senior officials, including B.M. Agrawal, Member (Traction & Rolling Stock), S.K. Pankaj, Additional Member (Production Units), Ashish Sharma, Additional Member (Mechanical Engineering) and Parmit Garg, Director (Business Development), DMRC.

# Member (Traction and Rolling Stock) Visited RDSO

A review meeting was held in RDSO on 11th April, 2025 under the chairmanship of Braj Mohan Agrawal, Member (Traction and Rolling Stock) with PCMEs and CDEs of PUs and PEDs and EDs of RDSO in the presence of senior officers of Railway Board regarding improvements in reliability of coaching stock. In this meeting, various measures for standardization of items, proliferation of new technologies and further improvement in passenger amenities in coaches were discussed.




Braj Mohan Agrawal, Member (Traction and Rolling Stock), Railway Board highlighted the commendable role of RDSO and emphasized the importance of preparing appropriate design specifications and conducting quality audits.

READERS
are requested to send their
SUGGESTIONS/FEEDBACK
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# Indian Railways Achieved ₹2.56 lakh crore Revenue in FY 2023-24 with Net Profit of ₹3260 crore

During FY 2023-24, the earning of Indian Railways (IR) was ₹2,56,093 crore and revenue expenditure was ₹2,52,834 crore. The net Revenue has improved to ₹3260 crore in FY 2023-24. Major expenditure is done on staff cost, pension, energy consumption, etc.

To increase the profit, Indian Railways (IR) has adopted two-pronged approach i.e. increase the revenue and bring efficiency in operational expenditure.

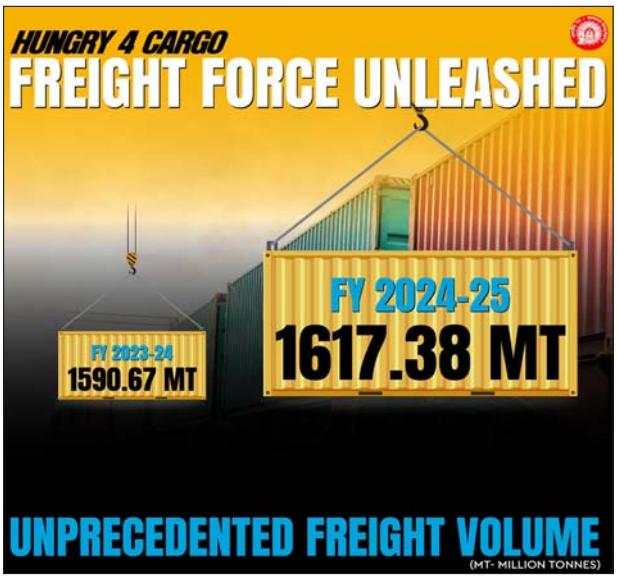
Due to implementation of several freight revenue initiatives, the freight carried by IR during FY 2020-21 was 1233 million tonnes which increased to 1591 million tonnes during FY 2023-24 i.e. a growth of 29%. IR is set to achieve 1.6 billion tonnes freight loading in the FY 2024-25 making it the third largest freight handling railway system in the world. Some of the important measures to improve the freight include:

Encouraging private sector to develop the modern rail freight terminals under 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy and augmenting/upgrading the infrastructure at railway owned goods sheds.

Implementing various schemes for private sector to invest in wagons including the commodity focused specialized wagons such as wagons for cement, oil, steel, fly-ash, automobiles, etc.

Facilitating cargo aggregation and thereby, expand the commodity basket by the schemes including the policy of 'Cargo Aggregator Transportation Product' and 'Joint Parcel Product-Rapid Cargo Services'.

Implementing the several tariff related measures to enhance the rail share by making rail mode competitive with respect to road. These include Short Lead Concession for traffic upto 90 km, Liberalized Automatic Freight Rebate scheme for traffic loaded in empty flow direction, discounts on loading of bagged consignment in open and flat wagon, discount in freight to fly ash/bed ash traffic, operation of mini rake for container train,




fixation of special haulage rate for bulk cement (cement in loose form) when transported in normal containers.

IR has also undertaken many initiatives to increase non-fare revenue such as measures to increase the advertisement earnings, implementing the NINFRIS (New and Innovative Ideas and Concepts Scheme for Generation for Non-fare Revenue) policy to encourage innovative revenue-generating ideas. Some examples of NINFRIS Contracts are nursing pods, luggage wrapping and sanitization, digital cloakrooms, disposal linen kiosks, imitation jewellery kiosks, Khadi selling kiosks, handicraft kiosks, Kiosks for online education platforms, facilities for electric charging facilities, oxygen parlours, etc. An e-auction policy has been implemented to expedite the bidding for assets such as leased parcel space, parking lots, ATMs etc. The benefits of e-Auction module include - realization of true earning potential of each asset, reduction the time taken in finalization of Tenders and prevent revenue loss on this account, re-award of contract in quick time in case of failure in commencing by any contractor etc.

IR has also undertaken steps to improve the earning from passenger segments such as running of special trains, augmentation of on-

board capacity and introduction of new trains with higher facilities on appropriate fare.

Similarly, various measures are being regularly taken in Railways to ensure optimum expenditure. Some of the expenditure management on Railways includes manpower management, electrification of Railway tracks etc. Measures like electrification of Railway tracks has led to savings of more than ₹4700 crore under diesel traction in FY 2023-24.

Cleanliness is a continuous process and various measures have been taken for maintaining cleanliness at stations and trains which include integrated housekeeping contracts at major stations and trains, mechanized cleaning, bio-toilets in passenger coaches, onboard housekeeping service (OBHS) scheme in long distance trains, clean train station (CTS) scheme for identified trains en-routed at nominated stations, dustbins for bio-degradable and non-biodegradable wastes, etc.

**IR has taken various steps to promote environment friendly and sustainable practices. Some of them are as under**

- Conversion of End on Generation (EOG) trains into Head on Generation (HOG) trains to reduce noise, air pollution and diesel consumption.
- Construction of Eastern and Western Dedicated Freight Corridors (DFCs).
- Procurement of renewable energy from different power procurement modes for its future energy requirements.
- Provision of energy efficient Light Emitting Diode (LED) lighting in all Railway installations including stations, service buildings, residential quarters and coaches for reduction in electricity consumption.
- Use of star rated appliances.
- 98% of railway tracks have been electrified, resulting in saving in diesel consumption.
- Harnessing hydrogen gas to drive train sets.
- Green certifications of railway establishments.
- Proper waste management.




Improvement/up-gradation of Rolling Stock to enhance safety and comfort of passengers is a continuous and ongoing process on IR. The initiatives include LHB coaches with operating speed of 160 kmph, better riding index, improved aesthetics and safety features like lightweight design, anti-telescopic and anti climbing features, centre buffer coupler, axle mounted disc brake system, etc. as compared to the conventional ICF coaches of the 1960s.



In its constant endeavour to provide faster service and better travel experience to the passengers, IR are introducing Vande Bharat trains and Namo Rapid Rail service, which have modern coaches, enhanced safety features and better amenities. Presently, 136 Vande Bharat services and two Namo Rapid Rail services are in operation on the IR network.

IR have also introduced modern state-of the art fully Non-AC Amrit Bharat trains. These trains have advanced features like semi-permanent couplers for jerk free travel, horizontal sliding windows, better aesthetics of berths with enhanced look and feel on the lines of Vande Bharat Sleeper, improved crashworthiness in coaches, emergency talk back unit, improved LED light fitting and charging sockets, foldable snack table and bottle holders, mobile holders, etc. These trains comprise 12 Sleeper Class Coaches and eight general class coaches. Presently, four Amrit Bharat services are in operation.

**Besides the improvement in rolling stock, the following measures have been taken by IR to upgrade railway tracks**

i. Using modern track components consisting of 60 kg, 90 Ultimate Tensile Strength (UTS) rails, Pre-stressed Concrete Sleeper (PSC) Normal/Wide base sleepers with modern elastic fastenings.

ii. Laying of fan-shaped turnout on PSC sleepers with Thick Web Switches and Weldable CMS Crossings.

iii. Providing Steel Channel/H-beam Sleepers on girder bridges while carrying out primary track renewals.

iv. Using 130m/260m long rail panels for rail renewals to minimize weld- joints.

v. Field-welding by mobile Flash Butt Welding Plant and advanced USFD Testing technique of Rail/Welds by Phased array technology.

vi. Mechanization in Track renewal/replacement using Track Relaying Trains, Points and Crossing Changing machines, Track laying Equipment etc.

vii. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to project optimal maintenance requirements.



viii. Induction of advance modern machines for track maintenance i.e., high output tampers, high output ballast cleaning machines, rail grinding machines, etc.

ix. Adopting Self-propelled Ultrasonic Rail Testing Car (SPURT) and Rail Cum Road Vehicle (RCRV) based USFD system for testing of rails/ welds.

x. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.

As a consequence of above measures, speed potential of 110 kmph has now been improved significantly to about 80,000 km at present which was only about 31,000 km in 2014. In addition, upgradation and improvement of about 23,000 km track has been done from 2014-15 to 2024-25 (up to February, 2025) for speed potential of 130 kmph.

IR strives to provide affordable services to all strata of the society. IR gave a subsidy of ₹56,993 crores on passenger tickets in 2022-23. This amounts to concession of 46% on an average, to every person, travelling on Railways. In other words, if the cost of providing service is ₹100, then the price of ticket is ₹54 only. This subsidy is continuing for all passengers. Further, concessions beyond this subsidy amount are continuing for many categories like four categories of persons with disabilities (Divyangjans), 11 categories of patients and eight categories of students.

# Kisan Rail Facilitates Swift Transport of Perishables from Surplus Regions to Markets Across the Country

Kisan Rail enables movement of perishables including fruits and vegetables from production or surplus regions to consumption or deficient regions in reasonable time.



Since the launch of Kisan Rail service on 7th August 2020, Railways have operated around 2364 Kisan Rail services, transporting approximately 7.9 lakh tonnes of perishables. Out of these, 65 services have operated from Gujarat to different parts of the country, transporting 18,250 tonnes (approximately) of fruits and vegetables.

Potential circuits for movement of vegetables, fruits and other perishables are identified in consultation with Ministry of Agriculture and Farmers Welfare and Agriculture/Animal Husbandry/Fisheries Departments of State Governments as well as local bodies and agencies, Mandis etc., and services are planned on the basis of demands placed taking into consideration, operational feasibility.

# Indian Railways Registered Incremental Loading of 1.68%

Indian Railways is crucial for transporting bulk commodities which are essential for industry and energy – coal for power plants, iron ore, coking coal and limestone for steel industries, finished steel for manufacturing and construction, cement, food grains for national distribution, fertilizers for agriculture and petroleum products. For long distances and bulk goods, rail transport has been more economical than road transport. Moreover, Railways link the mines, factories, agricultural regions and ports with markets across the country, enabling seamless supply chains across its vast nationwide network.

During FY 2024-25, IR achieved approx 1617.38 MT of originating freight loading, as compared to 1590.68 MT achieved during FY 2023-24, registering an incremental loading of 26.70 MT (1.68%).

Loading for domestic coal registered growth of 7.4% whereas loading for domestic container recorded growth of 19.72%. Loading for fertilizer recorded growth of 1.25%. POL loading registered



growth of 0.61%. Gunny sacks, hot rolled coils, ceramic tiles, wall care putty and rice are five major commodities in domestic container loading.

In terms of loading achieved by Zonal Railways, ER achieved growth of 16.11% SECR 7.28%, NFR 4.21%, NR 3.89%, ECR 2.82%, SCR 2.14%, ECoR 1.19%, SR 0.80% and SER 0.36%. Due to impressive loading of Coal by IR, stock at power houses in India reached at 57 MT, which is all time highest.

# Indian Railways Implemented Digital Solutions for Transparent Revenue Monitoring




Indian Railways has a detailed mechanism in place for continuous monitoring of revenue generated at each Railway Station. Based on passenger earnings and footfalls, railway stations are categorized into non-suburban grade (NSG1-6), suburban grade (SG1-3) and halt grade (HG1-3) stations.

**The sources of revenue at the station include**

i. **Passenger earnings:** reserved passenger earnings (through the Passenger Reservation System) and unreserved passenger earnings (through Unreserved Ticketing System).

ii. **Freight earnings:** transportation of goods, demurrage, wharfage, etc.

iii. **Other coaching earnings:** parcel, luggage, platform tickets, postal haulage charges, cloak room charges, demurrage / wharfage of parcels, etc. and.

iv. **Sundry earnings:** revenue from rent, leased parking lots, catering receipts, revenue from commercial utilization of land, advertisements on coaches and stations, etc.

Designated officials such as Commercial Inspectors, Travelling Inspectors of Accounts, etc. of the concerned Division supervise the revenues. The monitoring of revenue generated at each railway station is done by concerned officials at all levels i.e. station, division and Zonal Head Quarters.

With a view to ensure transparency, accuracy and efficiency in the present revenue management system, following digital applications are in use which are developed by domain experts of CRIS (Centre for Railway Information Systems)

- Passenger Reservation System (PRS)
- Terminal Management System (TMS)
- Parcel Management System (PMS)
- Freight Operations Information System (FOIS)
- Traffic Accounts Management System (TAMS)
- Online payment system
- e-Payment system
- e-Balance sheet
- Indian Railways E-Procurement System (IREPS) etc.

Human resources is a very vital asset of Indian Railways and it is imperative that it is utilized effectively, efficiently and rationally. In order to optimally utilize the manpower continuous review of manpower is crucial, in view of changing workload condition, introduction of new technologies, working systems and creation of new assets.

Indian Railways assesses the workload of each employee regularly by reviewing the yardsticks from time to time for achieving the same. Besides this, work studies and benchmarking are regularly conducted for rationalization of manpower for various activities of different departments to review the provision of staff.

The workload of each employee is also guided by provisions of Hours of Employment Regulations (HOER), which is statutory in nature. Classification of staff as per HOER is also periodically revised based upon job analysis. This exercise enables Indian Railways to deploy manpower for new organizations and assets and also to utilize its existing human resources in most efficient and productive manner.

# Till February 2025, Indian Railways Installed 209 MW Solar Plants at 2249 Stations and Service Buildings

Indian Railways is making all endeavours to promote solar energy in line with the Government policies to proliferate renewable energy, environmental sustainability and to achieve long-term financial savings. The transition to renewable energy is an ongoing process.

Indian Railways has planned to progressively procure renewable energy through different power procurement modes for round the clock (RTC) power, which is hybrid solution for renewable power includes solar and wind etc. Most of the work of setting up of solar plants is undertaken by Railways through Power Purchase Agreement under developer mode.

During implementation of solar energy, many challenges like regulatory constraints, power evacuation and connectivity issues were faced by the Railways. To tackle these issues, State Governments and transmission utilities were pursued on regular basis.

So far, about 209 MW of solar plants on 2249 Railway stations and service buildings across the country have been provided. State-wise and year-wise details are in table.



| S. No. | State | Railway Stations Provided with Solar Plants (in Nos.) | | |
|---|---|---|---|---|
| | | 2014-15 to 2019-20 | 2020-21 to February, 2025 | Cumulative upto February, 2025 |
| 1 | Rajasthan | 73 | 200 | 275 |
| 2 | Maharashtra | 43 | 213 | 270 |
| 3 | West Bengal | 12 | 222 | 237 |
| 4 | Uttar Pradesh | 78 | 93 | 204 |
| 5 | Andhra Pradesh | 33 | 126 | 198 |
| 6 | Karnataka | 86 | 60 | 146 |
| 7 | Madhya Pradesh | 49 | 74 | 134 |
| 8 | Odisha | 30 | 103 | 133 |
| 9 | Gujarat | 11 | 96 | 112 |
| 10 | Telangana | 35 | 60 | 95 |
| 11 | Bihar | 25 | 42 | 81 |
| 12 | Assam | 27 | 48 | 78 |
| 13 | Tamil Nadu | 42 | 31 | 73 |
| 14 | Jharkhand | 10 | 35 | 47 |
| 15 | Haryana | 9 | 23 | 36 |
| 16 | Punjab | 19 | 11 | 30 |
| 17 | Uttarakhand | 1 | 17 | 18 |
| 18 | Himanchal Pradesh | 1 | 16 | 17 |
| 19 | Tripura | 15 | 1 | 16 |
| 20 | Chhattisgarh | 10 | 5 | 16 |
| 21 | Kerala | 12 | 1 | 13 |
| 22 | Delhi | 4 | 3 | 8 |
| 23 | J & K | 2 | 4 | 6 |
| 24 | Nagaland | 0 | 2 | 2 |
| 25 | Meghalaya | 0 | 1 | 1 |
| 26 | Manipur | 0 | 1 | 1 |
| 27 | Chandigarh | 0 | 1 | 1 |
| 28 | Puducherry | 1 | 0 | 1 |
| | **Total** | **628** | **1489** | **2249** |

# Indian Railways Holds about 4.90 lakh Hectares of Land as of March 2024

***Surplus Railway Land Leased for Commercial Development While Retaining Ownership***

As on 31st March, 2024, the total land in possession of Indian Railways is about 4.90 lakh hectares out of which 8812 hectare land has been leased for various purposes. This includes railway land leased/ licensed for passenger facilities, cargo related facilities, commercial development, etc.

The land in possession of Indian Railways is utilized for providing fixed infrastructure such as tracks, stations, terminals, workshops, production units, etc. In addition, railway land is also leased/ licensed to Government departments, Kendriya Vidyalaya, public service utility providers, private sectors for railway related activities like passenger facilities, cargo related facilities, etc. keeping ownership with Railways as per the extant policy.

The surplus vacant railway land which is not required for operational purpose in near future is entrusted to Rail Land Development Authority for leasing the railway land for commercial development. The ownership of commercially developed railway land always remains with Railways.

Zone-wise details of total railway land, total leased land are as under

(Figures in hectares)

| Zonal Railway | Total railway Land | Total railway land leased/ licensed |
|---|---|---|
| Central | 31,476 | 168 |
| Eastern | 21,082 | 469 |
| East Central | 33,644 | 2437 |
| East Coast | 23,010 | 273 |
| Northern | 46,447 | 474 |
| North Central | 21,149 | 220 |
| North Eastern | 25,899 | 326 |
| Northeast Frontier | 48,469 | 1214 |
| North Western | 27,555 | 87 |
| Southern | 26,953 | 365 |
| South Central | 40,600 | 237 |
| South Eastern | 34,877 | 970 |
| South East Central | 23,085 | 368 |
| South Western | 19,893 | 197 |
| Western | 38,275 | 620 |
| West Central | 23,656 | 183 |
| Metro | 152 | 0.42 |
| Production Units | 3989 | 204 |
| Total | 4,90,211 | 8812.42 |

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## New Milestone in Locomotive Production

# India Surpasses the US and Europe by Producing 1681

## Locomotives for the FY 2024-25

- ***19% rise in production; 1681 locomotives in FY 2024-25, 209 more than 1472 in FY 2023-24***
- ***'Make in India' Drives Growth: Locomotive Production Surges to 9168 in Last 10 Years, Doubling Annual Average to 917***




India has emerged as a global leader in railway locomotive manufacturing, achieving a record production of 1681 locomotives in the financial year 2024-25. This milestone surpasses the total locomotive production of regions such as the United States, Europe, South America, Africa and Australia, reaffirming India's growing dominance in the global railway sector.

Indian Railways' locomotive manufacturing units have achieved a remarkable milestone by producing 1681 locomotives in various categories during the financial year 2024-25. This marks an increase of 209 locomotives, or 19%, compared to the 1472 locomotives produced in the previous financial year 2023-24. This record-breaking production is the highest ever for locomotive manufacturing in the country, reflecting the significant achievements of all units in enhancing railway infrastructure and capacity.

The continuous rise in locomotive production is a direct result of strategic decisions taken to strengthen the 'Make in India' initiative. Between 2004 and 2014, India produced a total of 4695 locomotives, with a national annual average of 470. In contrast, from 2014 to 2024, locomotive manufacturing witnessed a significant surge, with 9168 locomotives produced, raising the annual average to approximately 917.

In the financial year 2024-25, Indian Railways achieved a record production of 1681 locomotives across its manufacturing units. The production was distributed as follows:

| Units | Production |
|---|---|
| Chittaranjan Locomotive Works | 700 |
| Banaras Locomotive Works | 477 |
| Patiala Locomotive Works | 304 |
| Madhepura Unit | 100 |
| Marhowrah Unit | 100 |
| Total Production | 1681 |

Majority of the locomotives produced in the country were intended for freight trains. The breakdown is as follows:

| Locomotives | Production |
|---|---|
| WAG-9/9H | 1047 |
| WAG-9HH | 7 |
| WAG-9 Twin | 148 |
| WAP-5 | 2 |
| WAP-7 | 272 |
| NRC | 5 |
| WAG-12B | 100 |
| WDG 4G/6G | 100 |

# Registered Annual Growth of 9%

## Indian Railways Made 7134 Coaches in FY 2024-25

Indian Railways has achieved a significant milestone in the FY 2024-25 by manufacturing 7134 coaches, marking a 9% increase from the previous year's production of 6541 coaches, with special emphasis on non AC coaches with production of 4601 coaches, catering to the needs of common man. This rise reflects India's growing emphasis on modernizing Railway infrastructure to meet increasing passenger demand.

The Indian Railways has three coach manufacturing units in the country – Integral Coach Factory (ICF) at Chennai, Tamil Nadu, Rail Coach Factory (RCF) at Kapurthala, Punjab and Modern Coach Factory (MCF) at Rae Bareli, Uttar Pradesh. ICF, the premier passenger coach producing unit of Indian Railways in Chennai, surpassed its previous production records for the year 2024-25, as it rolled out 3007 coaches.

| Coach Manufacturing Unit | Location | Coaches Produced (2023-24) | Coaches Produced (2024-25) | Increase in Production |
|---|---|---|---|---|
| Integral Coach Factory | Chennai, Tamil Nadu | 2829 | 3007 | +178 |
| Rail Coach Factory | Kapurthala, Punjab | 1901 | 2102 | +201 |
| Modern Coach Factory | Rae Bareli, Uttar Pradesh | 1684 | 2025 | +341 |

### Growth in Domestic Manufacturing

Coach production in India has expanded substantially over the years. Between 2004 and 2014, Indian Railways manufactured less than 3300 coaches on an average per year. However, from 2014 to 2024, production saw a major boost with production of 54,809 coaches with an average of 5481 coaches per year, aligning with the push for improved connectivity and self-reliance in Railway manufacturing. The expansion is part of a broader effort to enhance domestic production capabilities, reduce dependence on imports and integrate advanced technology into Railway design.




### Improving Passenger Experience and Connectivity

The record-breaking coach production aligns with the Government's 'Sabka Saath, Sabka Vikas' vision, ensuring improved public transport services while also enabling domestic manufacturing. With more coaches being introduced, passengers can expect better facilities, enhanced safety features and increased capacity to accommodate growing demand.

Additionally, this achievement strengthens the 'Make in India initiative', reinforcing India's position as a key player in Railway manufacturing. By focusing on modern, energy-efficient and passenger-friendly coaches, Indian Railways is making significant strides toward building a more robust and future-ready transport network.

With ongoing efforts in Railway electrification, high-speed corridors and upgraded passenger services, the increased coach production will play a vital role in shaping the future of India's Rail transport system, ensuring greater efficiency, comfort and accessibility for millions of passengers.

# Record 41,929 Units of Wagon Produced in FY 2024-25

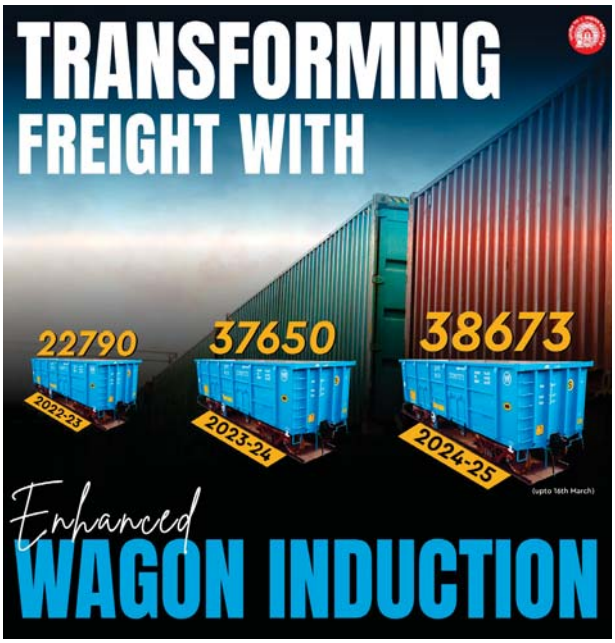
Indian Railways has achieved a historic milestone in wagon production, reaching an all-time high of 41,929 wagons in FY 2024-25, surpassing the 37,650 wagons produced in FY 2023-24. This marks a remarkable leap from the annual average of 13,262 wagons produced between 2004-2014, showcasing a significant boost in manufacturing capacity and efficiency.

This growth is expected to reduce freight bottlenecks and enhance Rail cargo movement. The numbers suggest a significant increase in the annual wagon production, highlighting the government's vision of not only increasing domestic manufacturing but also improving its freight movement that will enhance convenience and also provide a major boost to the Indian economy, empowering India towards its goal of becoming an economic prowess.

| Period | Production |
|---|---|
| 2004-2014 (Average) | 13,262 |
| 2014-2024 (Average) | 15,875 |
| 2022-2023 | 22,790 |
| 2023-2024 | 37,650 |
| 2024-2025 | 41,929 |
| Total production in last three years | 1,02,369 |

## Economic Boost

This surge in wagon production is expected to have a profound economic and environmental impact. With more wagons available, transport bottlenecks will be significantly reduced, ensuring faster cargo movement and improved efficiency




for industries reliant on bulk transportation, such as coal, cement and steel. By reducing dependence on road freight, this shift will also lower fuel consumption and emissions, contributing to sustainability goals. Additionally, the improved efficiency in freight movement will help curb transportation costs, ultimately benefiting businesses and consumers by mitigating inflationary pressures.

## Strengthening India's Industrial Sector

As Indian Railways continues to expand its freight capacity, it is playing a crucial role in strengthening India's industrial infrastructure and economic resilience. This growth aligns with India's broader vision of boosting domestic manufacturing and trade competitiveness, reinforcing the country's path toward becoming a global economic powerhouse.



Nischintpur Terminal in Agartala, Tripura, received its first-ever freight consignment-BCN wagons from Tetelia, Guwahati–making it the 2nd freight terminal serving Agartala city.

# Lost Your Mobile?

## RPF will Help You Block and Trace It

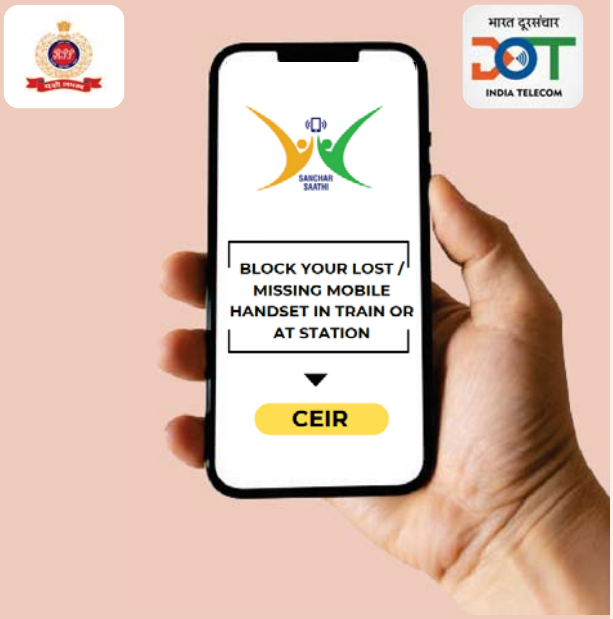
**Railway and Telecom Department Joined Hands to Make Sure Your Lost Mobile Device is Recovered**

In a significant move towards enhancing passenger experience by returning the lost/missing mobile phones, the Railway Protection Force (RPF) has successfully onboarded with the Central Equipment Identity Register (CEIR) portal of the Department of Telecommunication.

In the inauguration launch and training programme for CEIR portal, held on 3rd April, 2025, Manoj Yadava, Director General, RPF addressed the gathering of RPF field units while Dr. Neeraj Mittal, Secretary (Telecom) delivered the keynote address. Speaking on this landmark development, Manoj Yadava stated that 'the collaboration of RPF with the Department of Telecommunication for operating CEIR portal marks a significant milestone in railway security.'

The CEIR portal is a crucial digital tool designed to recover mobile phones by blocking, tracking and managing lost or stolen devices. By leveraging this platform, RPF will now be able to render lost/missing mobile phones unusable by blocking their IMEI numbers, thereby deterring illegal possession and resale of these devices. Operation Amanat of RPF, aimed at the sole objective of returning the valuables to its rightful owners, have yielded impressive results, with RPF successfully recovering misplaced or left behind items worth ₹84.03 crore between January 2024 and February 2025 returning them to more than 1.15 lakh grateful passengers.

In May 2024, RPF began a pilot project in N.F. Railway to actively utilize the CEIR portal and to study its utility for RPF. This experiment resulted in successful recovery of numerous lost mobile phones and apprehension of individuals involved in mobile theft. With this initiative being expanded all across the country, RPF is confident that it would be able to provide faster and more efficient recovery solutions for railway passengers.




- ***Report via Rail Madad – Passengers can report lost/stolen phones online or by calling 139; non-FIR cases are guided to CEIR.***
- ***CEIR Registration by RPF – Zonal Cyber Cells enter details on CEIR and block the device.***
- ***Tracking and Recovery – If the phone is used with a new SIM, the user is advised to return it to RPF.***
- ***Return to Owner – The rightful owner must provide proof to reclaim the device***
- ***Legal Action – Non-compliance may lead to an FIR and police intervention.***
- ***Device Unblocking – Recovered phones can be unblocked via CEIR with RPF assistance.***

139

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With technology driven advancements and inter-agency collaboration, IR continues to reinforce its commitment to passenger safety, ensuring that every journey is secure and hassle-free.

# INDIAN

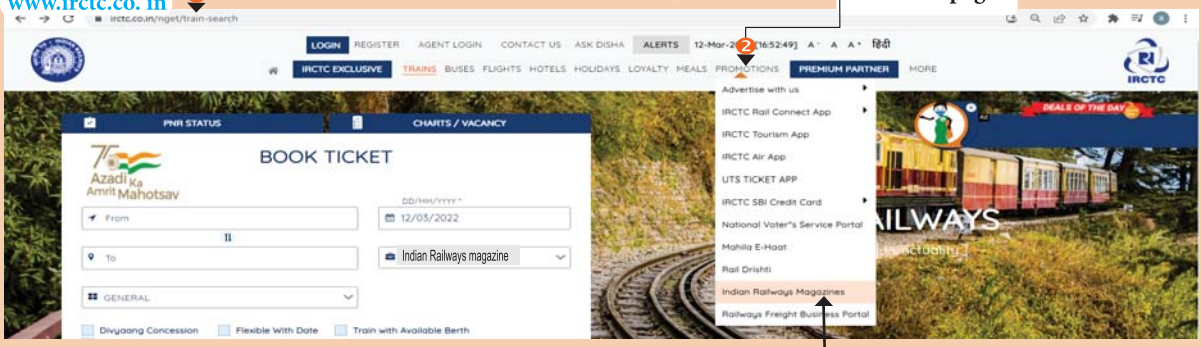
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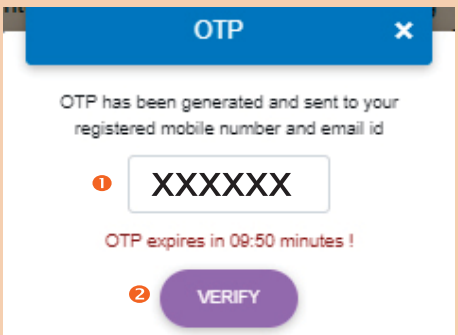



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❹ Press SUBMIT

### STEP 5




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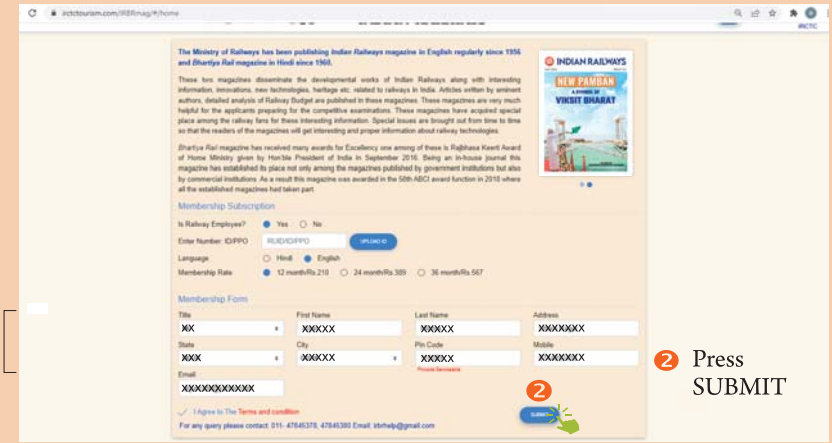
1. If you are a railway personnel, please click' yes', if not click 'no'.
2. If yes, please upload your RQID/ ID/PPO no. and a scanned copy of your authenticated ID proof.
3. For Bharatiya Rail Patrika, click Hindi and for Indian Railways magazine, click English
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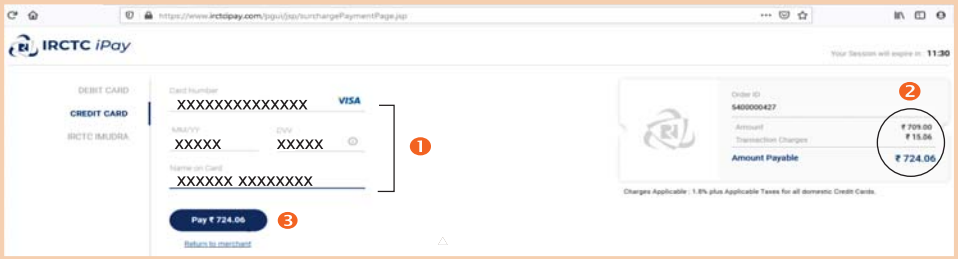

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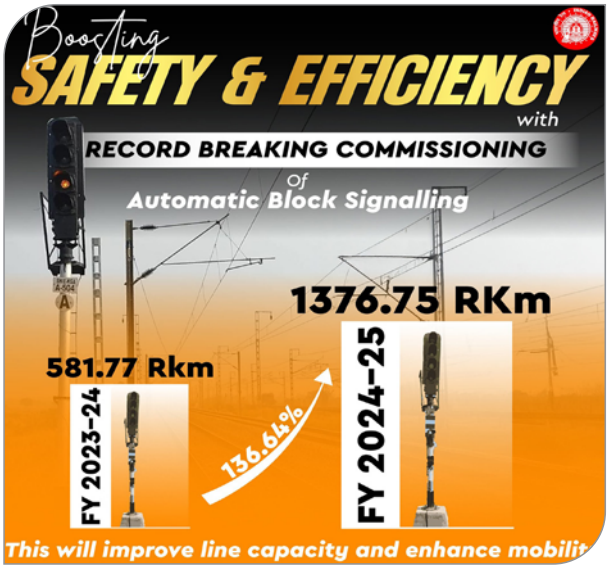
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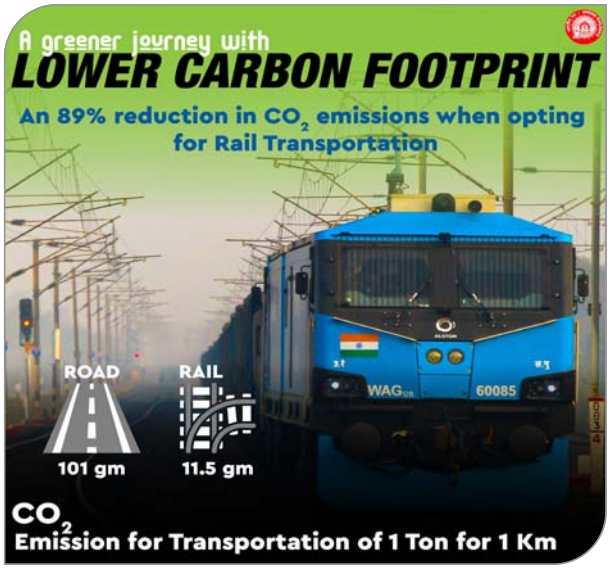











# Indian Railways Advancing Speed and Capacity

## Upgrades on Delhi-Mumbai and Delhi-Howrah Corridors



Presently, Mumbai-Ahmedabad High Speed Rail (MAHSR) Project (508 km) is the only sanctioned project of High-Speed Rail in India under execution with technical and financial assistance from Government of Japan.

Being highly capital intensive, the decision to sanction any HSR Corridor/Project depends on many factors such as outcome of DPR, techno-economic feasibility, availability of resources such as financing options.

In order to increase the speed and capacity of Delhi-Mumbai and Delhi-Howrah routes, following works/surveys have been taken up:

### Delhi-Mumbai Section (1386 km)

1. The work for raising sectional speed to 160 kmph has been sanctioned and is in advance stage.
2. Out of 1386 km route length, 196 km has four rail lines and construction of 3rd and 4th line between Dahanu Road-Virar (64 km) has been taken up.
3. Survey for 3rd and 4th line in the balance section for 1126 km has-been sanctioned.
4. 1404 km of Western DFC (double line) has been commissioned and the work in the balance section for 102 km has been taken up.
5. Construction of Mumbai-Ahmedabad High Speed Corridor (double line) covering a length of 508 km has been taken up.

### Delhi-Howrah Section (1450 km)

1. The work for raising sectional speed to 160 kmph has been sanctioned and is in advance stage.
2. Presently, out of 1450 km route length, 194 km is 4 line section, 312 km is 3 line section and balance 944 km is double line rail section.
3. Following projects have been sanctioned and work taken up:

- Multi tracking of Son Nagar – Andal (375 km)
- Aligarh - Daud Khan 3rd line (18 km)
- Mughalsarai - Allahabad 3rd line (150 km)
- Kalipahari-Bakhtarnagar 5th Line (18 km)
- Saktigarh-Chandanpur 4th line (43 km)
- Extension of Nimcha up avoiding line (9.42 km)

4. Surveys for construction of 3rd line of 480 km, 4th line of 96 km and 5th line of 151 km have been sanctioned.

5. Eastern DFC (1337 km) has been commissioned.

Augmentation/Improvement of passenger amenities on Indian Railways is a continuous and on-going process. Accordingly, Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations which envisages development of stations with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term. So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme.



In order to ensure safety, Indian Railways continuously upgrades and modernises its signaling system like Electrical/Electronic Interlocking Systems with centralized operation of points and signals, Complete Track Circuiting of stations, Interlocking of Level Crossing Gates (LC), etc. Indian Railways has also gone for implementation of advance technology system 'Kavach' as an Automatic Train Protection (ATP) system which required safety certification of highest order.

## ATM Installed in Panchvati Express



As an experiment, ATM was installed in Panchvati Express which runs between Manmad to Chhatrapati Shivaji Maharaj Terminus. After successful completion of this trial a formal introduction of ATM as an Non-Fare Revenue initiative will be taken up.

## Mumbai-Ahmedabad Bullet Train Corridor

# *Uniting Cities Through Seamless Connectivity for a Stronger Economy*



The Mumbai-Ahmedabad Bullet Train project is transforming the economic landscape of Ahmedabad and the entire corridor by seamlessly connecting major cities into one unified economic powerhouse. This high-speed rail initiative is not just about faster travel—it is a catalyst for growth, investment, and regional development.

Ahmedabad stands at the heart of this transformation, being the only city along the corridor with two bullet train stations—Sabarmati and Ahmedabad. These stations, along with modern infrastructure developments, will enhance business opportunities, attract investments and strengthen Ahmedabad's position as a key economic hub.

Both stations are strategically located and will be fully integrated with Indian Railways, metro networks, and bus services, ensuring smooth connectivity. The state-of-the-art Sabarmati Multimodal Transport Hub, positioned on the east side of the Sabarmati Bullet Train station, will further streamline urban mobility, enabling seamless transfers while also supporting commercial activities.



This integrated transport ecosystem will serve as a backbone for economic expansion, efficiently linking Ahmedabad to Mumbai and other key economic centres. The 26 km bullet train alignment through Ahmedabad will intersect busy commercial corridors, enhancing access and mobility for businesses and industries.

Upon completion, the Mumbai-Ahmedabad Bullet Train Corridor will redefine intercity travel, reducing travel time and offering a faster, safer, and more reliable mode of transport. More importantly, it will also:

- Enhance Ahmedabad's economic potential by improving access to business districts and industrial zones.
- Drive regional investment and job creation in sectors like real estate, logistics and tourism.

- Reduce congestion and improve urban mobility, making Ahmedabad more efficient and competitive.
- Strengthen India's global economic standing by showcasing world-class infrastructure.

The Mumbai-Ahmedabad Bullet Train Corridor is more than just a transport project—it is a cornerstone of economic progress, shaping the future of Ahmedabad and positioning it as a central player in India's growth story.

### Progress Status and Technical Details

The Ahmedabad Bullet Train station is being built seamlessly above Western Railway platforms 10, 11 and 12 and linked to the Kalupur Metro Station via lifts, stairs, and escalators. The station's major structural works, including concourse, rail, and platform slabs, are nearing completion, with finishing work in progress.

Meanwhile, the Sabarmati terminal station, located in the existing Sabarmati railway yard, will be fully integrated with Indian Railways, the multimodal transport hub, metro stations and bus stops. Structural work on the station is advancing steadily, with platform-level construction in progress.

The Bullet Train viaduct will span 31 key crossings in Ahmedabad district. These structures are being built using advanced engineering techniques such as the Span-by-Span Method (SBS), Full Span Launching Method (FSLM) and Steel Bridges to ensure efficient and swift construction.

## First 100 meter Span of a 2x100 meter Long Steel Bridge launched over NH - 48 in Gujarat for Bullet Train Project

First 100 m span of 2X100 meter long steel bridge was successfully launched over NH-48 (connecting Delhi, Mumbai and Chennai) near Nadiad, Gujarat.

This 'Make in India' steel bridge comprising two 100 meter long steel spans are planned for crossing NH-48 for the Bullet Train corridor, out of which one is successfully launched.

NH-48 is one of the busiest highway of six lanes (three lanes on each side). The first span of the bridge was launched on the highway across the three lanes by sliding the span for about 200 meter from one end. The launching was carried out with a schedule to ensure smooth traffic flow on the busy highway, minimizing disruption to road users.

The 100 meter span of this steel bridge, measuring approximately 14.6 meter in height and 14.3 meter in width, weighs around 1414 metric tons. Fabricated at the workshop in Salasar, near Hapur, Uttar Pradesh, the steel bridges are designed for a 100-year lifespan.

The bridge is constructed with approximately 57,200 Tor-Shear Type High Strength (TTHS) bolts, C5 system painting, and elastomeric bearings. It



was assembled on temporary trestles at a height of 14.9 meter above the ground and was moved using an automatic mechanism with two semi-automatic jacks, each capable of lifting 250 tons, with mac-alloy bars.

There are 28 steel bridges planned for the entire corridor. Out of which, 11 steel bridges are in Maharashtra and 17 are in Gujarat. Seven steel bridges have been successfully launched in Gujarat over Railways/DFCC tracks, Highways and Bhilosa Industry.

# General Manager, SCR Inaugurated Various Facilities at Central Railway Hospital, Lallaguda

Arun Kumar Jain, General Manager, South Central Railway inaugurated new facilities at Central Railway Hospital, Lallaguda, Secunderabad on 13th March, 2025. GM inaugurated a new CT scan facility at the hospital worth ₹5.42 crores. The new CT scan facility will be convenient for all Railway beneficiaries and will also help to reduce the referral expenditure. He inaugurated a medicinal plant garden, which has been developed in the hospital premises with 20 varieties of medicinal plants.



Further, the General Manager also inaugurated a fast food canteen in the first floor of OPD block which will cater to Railway beneficiaries. He also inaugurated a four-wheel parking facility in front of the dormitory, Central Hospital for the convenience of Railway personnel visiting the hospital.

## *First 12 Coach AC EMU zipping between Chennai Beach ↔ Chengalpattu*




City's first 12 coach AC EMU zipping between Chennai Beach-Chengalpattu!

**Your ride has**

- Automatic Doors – Smooth in, smooth out
- CCTV – Safety is always on track
- Full AC

*19th April, 2025*

# Progress Report

## *In a first-of-its-kind move, NFR used drones to clean Kamakhya Station, Assam*



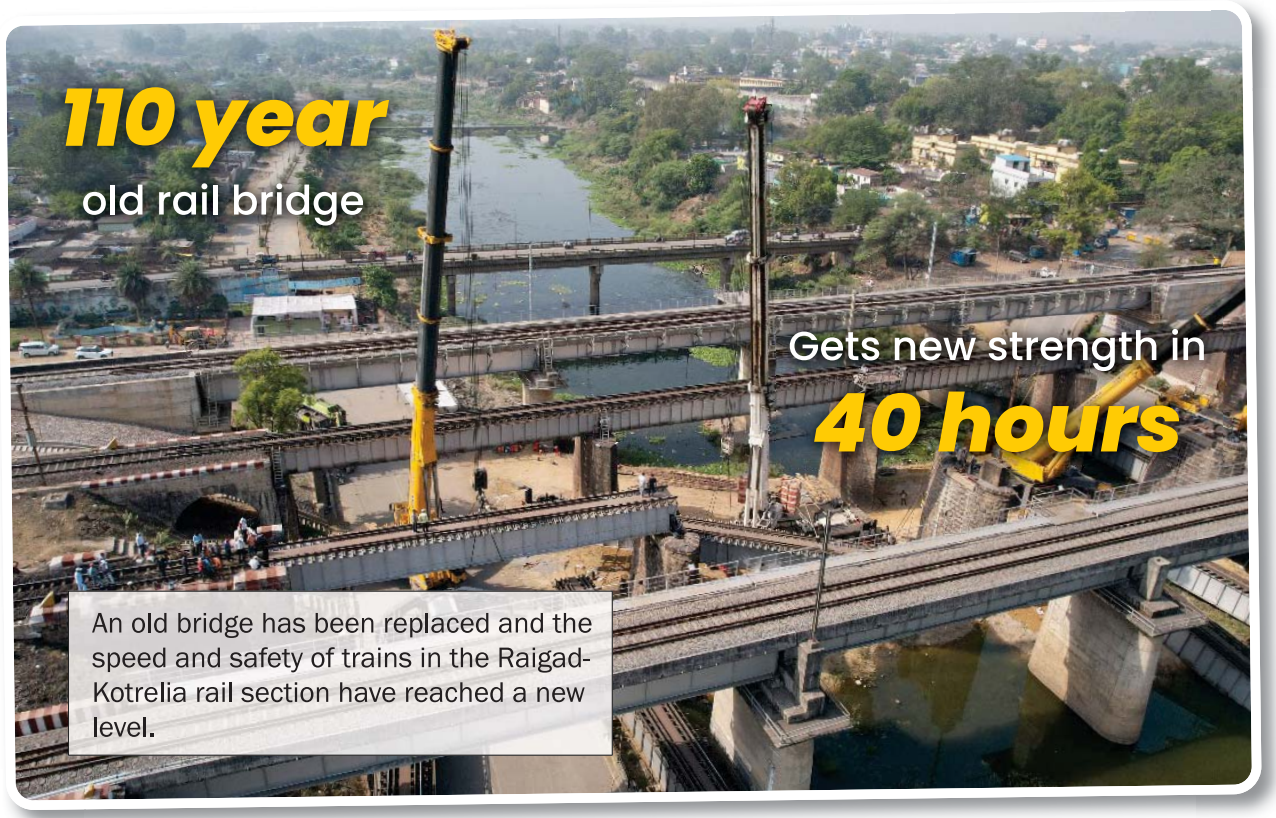



**Benefits**

- Efficiency and precision in cleaning
- Reaches tough spots on coaches and station structures

A smart leap toward hygienic and cleaner Railways

*26th April, 2025*




An old bridge has been replaced and the speed and safety of trains in the Raigad-Kotrelia rail section have reached a new level.

*28th April, 2025*

## Jhansi-Bina 3rd Line Project (152.57 km)



**134 km Commissioned**

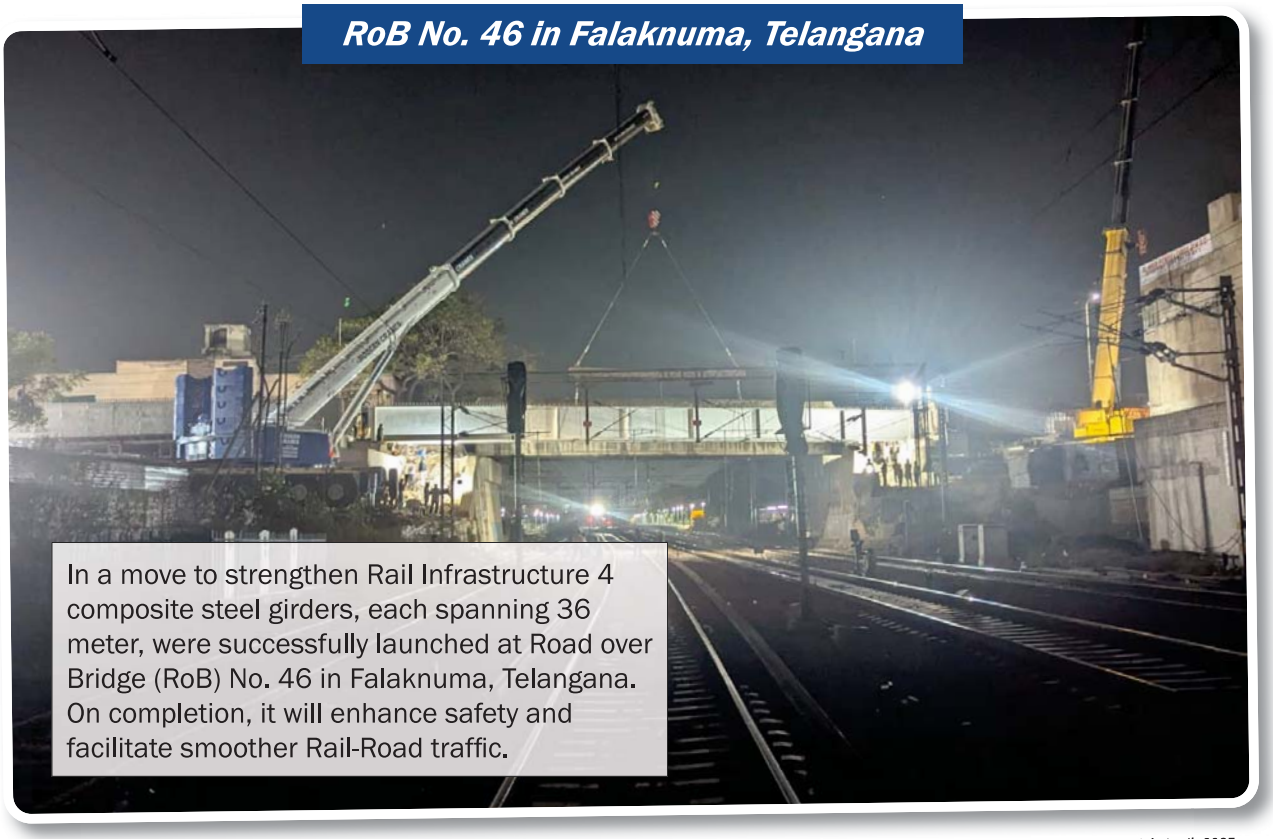
**Benefits**

- Strengthen Bundelkhand region's Rail network.
- Streamline passenger and freight transit b/w UP and MP.
- Amplify operational capacity b/w Jhansi, Lalitpur and Bina districts.



*9th April, 2025*

## RoB No. 46 in Falaknuma, Telangana



In a move to strengthen Rail Infrastructure 4 composite steel girders, each spanning 36 meter, were successfully launched at Road over Bridge (RoB) No. 46 in Falaknuma, Telangana. On completion, it will enhance safety and facilitate smoother Rail-Road traffic.

*10th April, 2025*

## A bridge featuring open web girders span has been successfully commissioned



Eliminating speed restrictions and aiding seamless Rail operations, a bridge featuring open web girders span has been successfully commissioned between Kathal Pukhuri and Silonibari Railway Stations, Assam, ensuring enhanced safety for passenger trains.

17th April, 2025

## The Sivok-Rangpo Rail Project achieves successful assembly and erection



The Sivok-Rangpo Rail Project achieves successful assembly and erection of 3x76.3 meter Open Web Girders (985 MT) at 24 meter height on Bridge No. 15, with this, 8 out of 13 major bridges are now complete, strengthening Sikkim's rail link with the Nation.

16th April, 2025

## Bypass Line at Vijayawada, Andhra Pradesh (26 km)




**Length Commissioned: 6 km**

**Benefits**

- Streamlines Rail operations at the crucial Rail junction
- Relieves congestion for freight trains at Vijayawada station

*21st April, 2025*

## Kharagpur-Adityapur 3rd Rail line Project (133.891 km)



**Length Commissioned: 126.505 km**

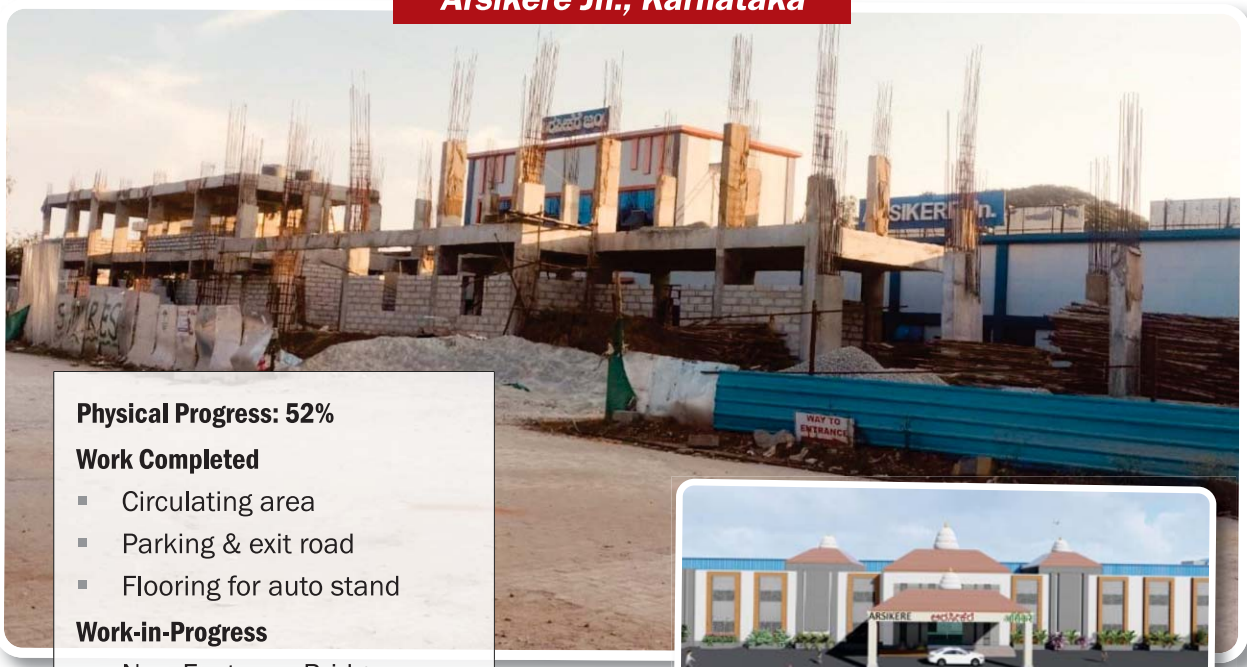
**Benefits**

- Ease transportation of raw materials and finished goods to steel and power plants on Howrah-Mumbai Trunk Route
- Boost operational capacity

*22nd April, 2025*

# Amrit Bharat Station Scheme

## Arsikere Jn., Karnataka



**Physical Progress: 52%**

**Work Completed**

- Circulating area
- Parking & exit road
- Flooring for auto stand

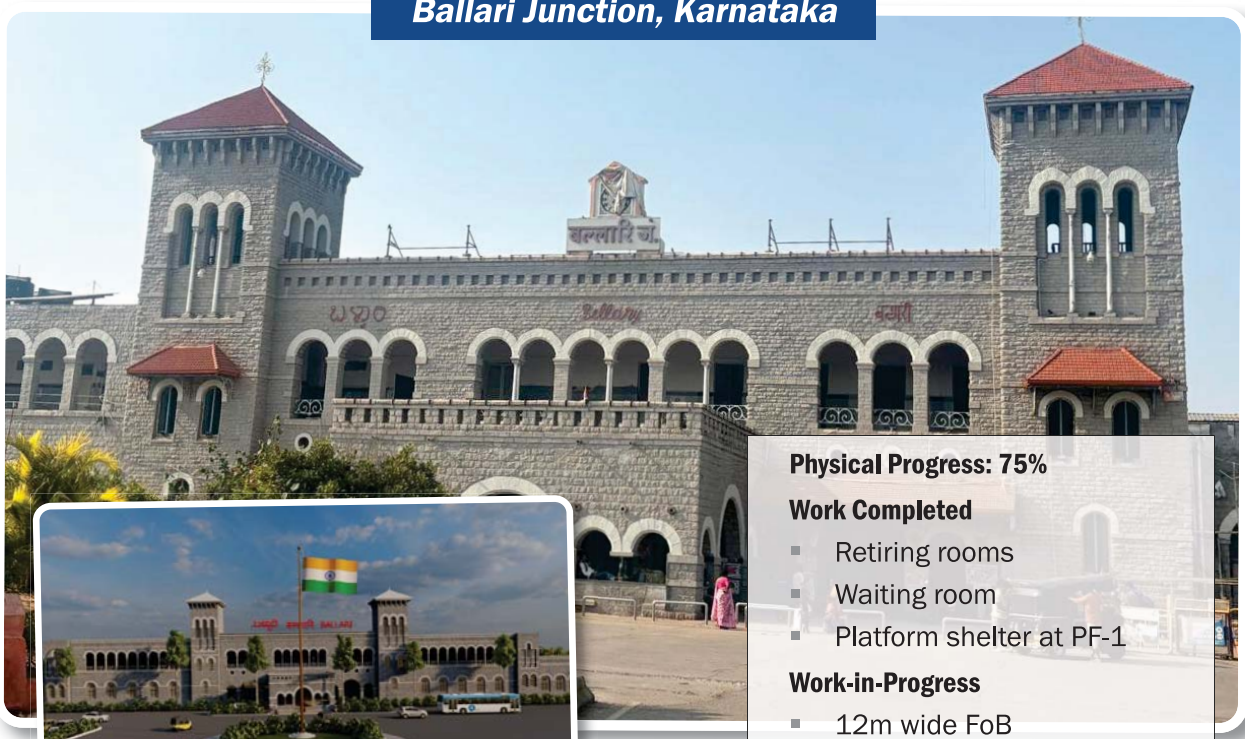
**Work-in-Progress**

- New Foot over Bridge
- Platform and shelter work
- Platform resurfacing



*20th April, 2025*

## Ballari Junction, Karnataka





*26th April, 2025*

**Physical Progress: 75%**

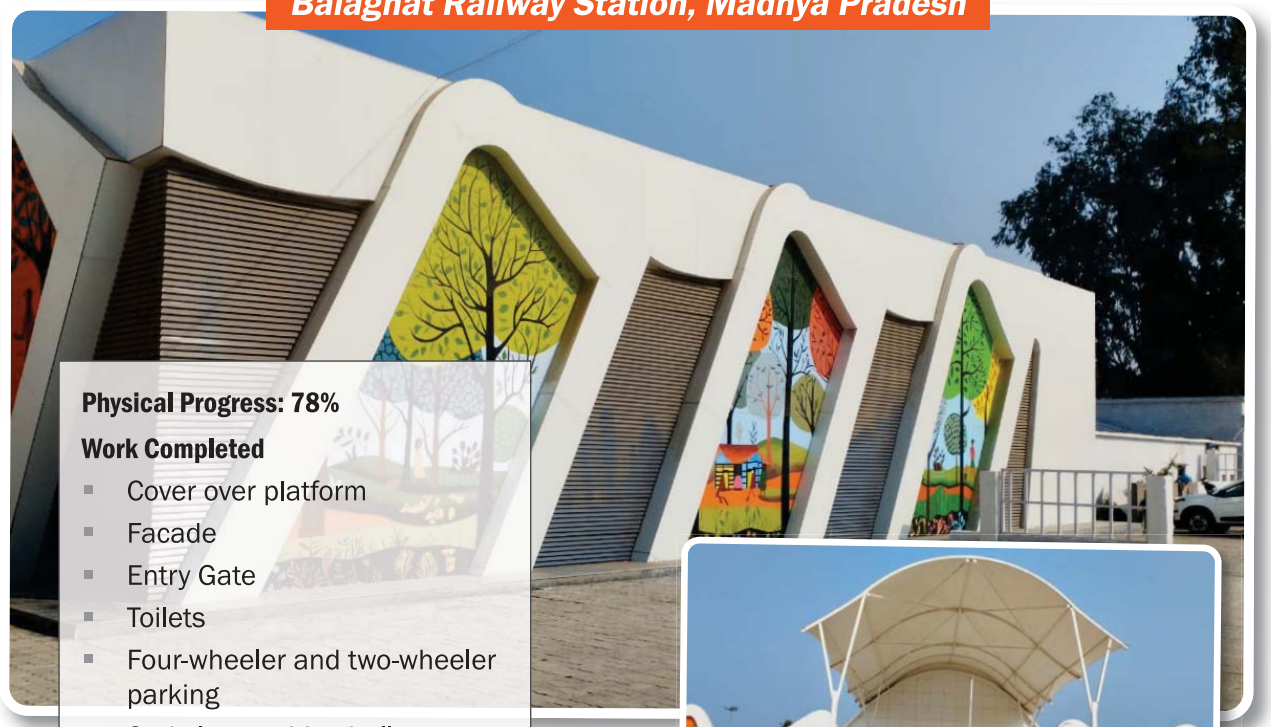
**Work Completed**

- Retiring rooms
- Waiting room
- Platform shelter at PF-1

**Work-in-Progress**

- 12m wide FoB
- Lifts and escalators
- TTE office

## Balaghat Railway Station, Madhya Pradesh



**Physical Progress: 78%**

**Work Completed**

- Cover over platform
- Facade
- Entry Gate
- Toilets
- Four-wheeler and two-wheeler parking
- 2nd class waiting hall

**Work in Progress**

- Three-wheeler parking

*29th April, 2025*


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| Full Page (Special Position i.e. before/after text pages) | ₹16,000 | ₹15,000 | ₹18,000 |
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*For any queries please contact **Lalit Kumar Dhankar**, Business Manager over phone no. 011-47845378, 23382531 and email at bmpr310rb@gmail.com*

# Sports News




Wrestlers of Indian Railways won medals at the Wrestling Championship in Amman, Jordan held from 25th to 30th March, 2025. Udit won a Silver Medal in Freestyle Wrestling, Sunil and Nitesh Kumar won Bronze Medals in Greco-Roman Wrestling and Antim won Bronze Medal in Women's Wrestling .




Gymnast Pranati Nayak of Indian Railways won the Bronze Medal in Vault Table event under Women's Artistic Gymnastics category at 2025 FIG World Cup in Antalya, Turkey, held in March, 2025.




Himanshu Jakhar of Indian Railways won India's first-ever Gold in the under-18 Asian Athletics Championships in javelin throw, held in Saudi Arabia from 15th to 18th April, 2025.

Shooter Saurabh Chaudhary and Arjuna Awardee of Indian Railways won Bronze Medal in mixed team event at the ISSF World Cup held in Argentina from 27th March to 10th April, 2025.





Indian Railways Chess Teams performed outstandingly at the 44th National Team Chess Championship, 2025 held at Ahmedabad, Gujarat. Team B won the Gold Medal, while Team A secured the Bronze Medal.

Indian Railways' Women's Handball team won Gold Medal at the 53rd Sr. National Championship held in Hathras, Uttar Pradesh from 31st March to 5th April, 2025.



## National Games, 2025 Held at Dehradun



Ravina, CCTC/Sr. DCM/O/SBC set a new Games Record in the 20 km Race Walking event and won the Gold Medal on 11th February, 2025.

Karishma, Jr. Clerk, Sr. DME/O/SBC, won the Silver Medal in Javelin Throw on 9th February, 2025.

## South Central Railway Won 82nd All India Railway Men's Championship Held at RCF, Kapurthala




The 82nd All India Railway Men's Hockey Championship played at the Synthetic Turf Hockey Stadium of Rail Coach Factory Kapurthala concluded on 1st March, 2025 in which South Central Railway defeated Northern Railway by 2-0 to win the championship title. South Eastern Railway got third place in the championship while Western Railway got fourth place. The championship was played on knockout basis and eight teams of Indian Railways participated in it. S.S. Mishra, General Manager, RCF distributed the prizes after the match.

## 14th Yuva Basketball Tournament, 2025



Metro Railway's Basketball team won the 14th Yuva Basketball Tournament, 2025, held from 28th February to 2nd March, 2025 at Bhubaneswar, Odisha. Total 16 teams participated in this tournament. P. Uday Kumar Reddy, General Manager, Metro Railway congratulated all the team members for winning this tournament.

## 68th All India Railway Golf Championship



The 68th All India Railway Golf Championship was held at Banaras Locomotive Works and concluded on 26th March, 2025. A total of 66 players from 21 Zones and Production Units participated in it.

Rail Coach Factory, Kapurthala secured first place in the team championship with 428 points, while BLW was the runner-up with 432 points and East Central Railway, Hajipur was third with 450 points. Yuvraj Singh of RCF won the title of 'Best Golfer' with 135 points. Second place was taken by golfer Amit Kumar of NCR with 136 points and third place was taken by Mohammad Nawab of ECR with 138 points. Naresh Pal Singh, GM, BLW honoured the winning teams by presenting shields and the players with medals and certificates.

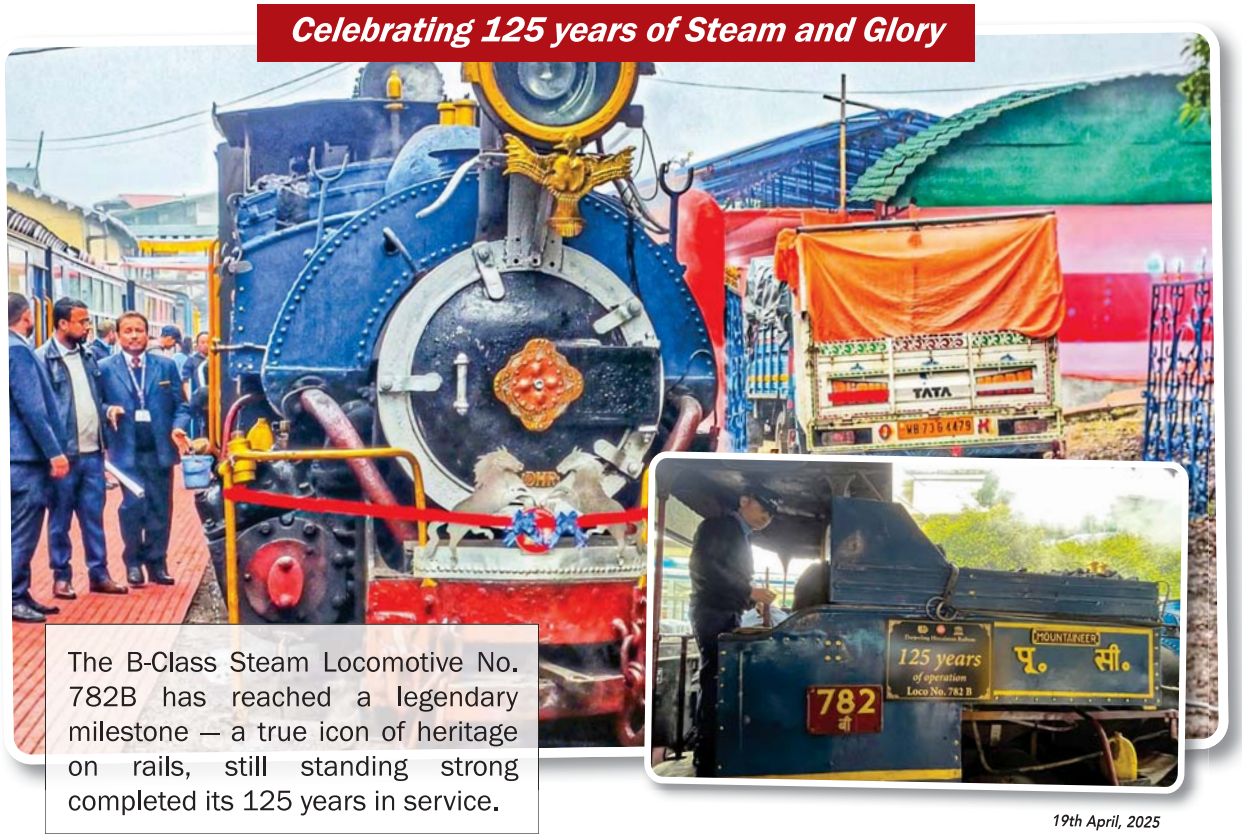
# Chhatrapati Shivaji Maharaj Terminus

## *A Harmonious Integration of Gothic and Indian Architecture*



Chhatrapati Shivaji Maharaj Terminus which was built from 1878 to 1888 under the supervision and guidance of Master Architect FW Stevens stands as a legacy for Indian Railways' progress and evolution across the time. The greatness of this architectural marvel was recognised by UNESCO in 2004 and it stands as a World Heritage site since. It includes a harmonious integration of Gothic style and Indian Mughal architectural style to create a marvelous epiphany of the beauty, elegance and creativity. The structure includes various carvings of local flora and fauna.

## *Celebrating 125 years of Steam and Glory*




The B-Class Steam Locomotive No. 782B has reached a legendary milestone — a true icon of heritage on rails, still standing strong completed its 125 years in service.

*19th April, 2025*




## Celebrating World Heritage Day

# South Western Railway

# A Journey Through Time and Heritage

Every year on 18th April the world celebrates World Heritage Day, also known as the International Day for Monuments and Sites. This day is dedicated to raising awareness about the importance of cultural heritage and the efforts required to preserve it. Among India's many cultural treasures, Indian Railways stands out not just as a lifeline of the nation but as a living heritage that continues to echo the stories of India's industrial and colonial past.

Indian Railways, one of the largest and oldest railway networks in the world, is more than just a mode of transport. It is a vibrant cultural institution, representing over 170 years of history. From the first passenger train in 1853 to today's high-speed innovations, Indian Railways has played a pivotal role in shaping India's economic, social and cultural landscape.

Its grand architecture, vintage locomotives, colonial-era stations and age-old practices continue to attract historians, enthusiasts and travellers from across the globe.

Among the many zones of Indian Railways, the South Western Railway (SWR), headquartered in Hubballi, Karnataka, has taken significant strides in preserving and showcasing the glorious heritage of Indian Railways.

As we celebrate World Heritage Day, let's not forget that heritage isn't only in grand monuments and ancient temples. It also lives in stations, engines, waiting rooms, whistles, and journeys—all carefully preserved and presented by institutions like these. The Rail Museums of Hubballi, Mysuru and Malgudi offer a unique chance to ride through history, relive childhood, and rediscover India's heartbeat.

### Rail Museum Mysuru – India's First Regional Rail Museum

Established in 1979, the Rail Museum in Mysuru holds the distinction of being the first regional rail museum in India and the second in the country after the National Rail Museum in New Delhi. It stands today not just as a repository of artefacts, but as a tribute to local imagination and initiative, as praised by renowned transport museum advisor M.G. Satow.



From vintage steam locomotives, meter gauge inspection cars, and the rare Austin Rail Car, to the royal saloon once used by the rulers of the erstwhile princely state of Mysore — the museum showcases a deeply personal chapter of India's rail history. Among its gems is a 1932 steam-powered fire engine and a coach cafeteria where visitors can relax and reflect.

In 2019–20, the museum underwent a thoughtful transformation that combined modern aesthetics, eco-conscious design and interactive storytelling. Pathways now connect each section of the museum, guiding visitors through the evolution of Indian Railways in an immersive and scenic environment. The Signal and Track Gallery, vintage station setup, and the toy train ride through tunnels and greenery add a playful and educational dimension to the visit.

Visitors can sip coffee amid antique teak and rosewood furniture, explore the library, or take in the panoramic views of Mysuru city from the view tower. With its use of art, multimedia and landscaping, the museum offers a holistic experience — not just of railways, but of India's legacy and cultural richness.

The souvenir shop near the entrance is a perfect final stop, where guests can take home memorabilia that capture the charm and nostalgia of the Mysuru Rail Museum.

### Rail Museum Hubballi – A Tribute to the Region's Railway Legacy

Inaugurated in 2020, the Hubballi Rail Museum, located beside the South Western Railway headquarters, celebrates the rich heritage of the railways in Karnataka and the broader Deccan region. Though modern in its layout, the museum exudes a deep sense of history and nostalgia.



Its exhibits include meticulously preserved steam and diesel locomotives, vintage coaches, and mechanical signalling instruments that once played vital roles in ensuring safe and efficient railway operations. The museum also houses an array of tools, relics and operational equipment used by railway workers, capturing the essence of life behind the scenes of Indian Railways.

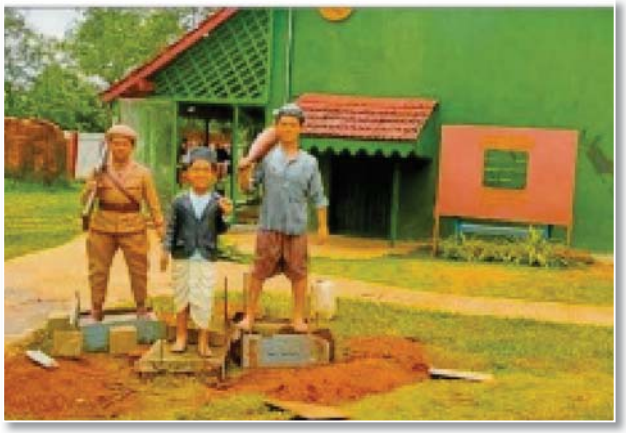


A miniature train ride inside the museum offers a fun, family-friendly experience, while interactive displays and galleries provide both historical context and technological insight. The outdoor display area with landscaped paths and preserved rolling stock is visually striking, bringing a touch of grandeur to the preserved machinery of the past.

What sets the Hubballi Rail Museum apart is its effort to make railway heritage accessible, educational, and engaging. It brings alive the stories of the railwaymen, the machines they operated, and the culture they helped shape in southern India. For students, rail enthusiasts and the public at large, the museum offers a gateway into the past and a deeper appreciation for the evolving world of rail transport.

### Malgudi Museum, Arasalu – Where Fiction Meets Railway Heritage

Perhaps the most unique museum in South Western Railway's heritage landscape is the Malgudi Museum, located at the quaint Arasalu Railway Station near Shivamogga. This station served as the filming location for the iconic Indian TV series Malgudi Days, based on R.K. Narayan's fictional town of Malgudi. In a remarkable initiative, the abandoned station was transformed into a charming literary and railway museum, blending nostalgia with heritage preservation.



The museum captures the spirit of Malgudi Days through photographs, props and recreated scenes from the beloved television series. Old furniture, ticket counters and wall murals evoke the small-town railway charm that was central to the show's storytelling.

But beyond the fiction lies history — the museum also features exhibits on rural railway operations, showcasing the essential role such stations played in connecting remote towns and villages. Through this dual lens of literature and heritage, the Malgudi Museum offers a unique cultural experience that is both emotionally resonant and historically significant.

While museums provide curated spaces to celebrate railway heritage, South Western Railway (SWR) has taken a remarkable step further by preserving history where it originally lived — the railway stations themselves.

South Western Railway is undertaking a focused effort to revamp several of its railway stations while preserving their original architectural charm and heritage value. These upgrades are not just about improving facilities — they are about respecting the history these stations carry.



Century-old railway stations along the KSR Bengaluru – Chikkaballapur – Kolar line like Doddajala, Devanahalli, Avatihalli, and Nandi Halt are being renovated to reflect their original architectural charm and cultural importance.

These stations, with their vintage architecture and colonial-era construction, are silent witnesses to a bygone era of rail travel. Their restoration is being carried out in collaboration with INTACH (Indian National Trust for Art and Cultural Heritage) — ensuring that both the historical accuracy and aesthetic essence of each structure is preserved.

On this World Heritage Day, South Western Railway offers a powerful message: Preserving our heritage isn't just about conserving the past—it's about passing the legacy forward, enriching our cultural identity, and building bridges between generations. From beautifully curated museums in Mysuru, Hubballi and Arasalu, to the thoughtful restoration of working stations like Devanahalli and Nandi Halt, SWR's initiatives are shining examples of how infrastructure and heritage can co-exist — not in conflict, but in harmony.

# Eco-Friendly Wagon Repair Workshop - Jhansi

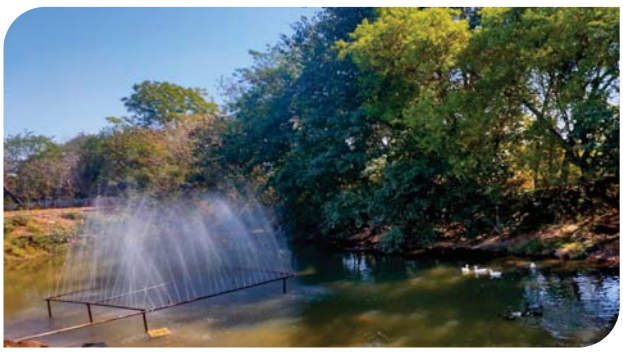


**R.D. Maurya**
Ex. CWM/Jhansi

Jhansi workshop was established in 1889. Wagon Repair Workshop Jhansi is the largest Wagon Workshop of Indian Railways, spread across an area of 84 acres with 16 acres under covered shed.

The workshop is in the process of acquiring Integrated Management System covering quality management certification ISO 9001:2000, environmental management certification ISO 14001:2004, and occupational health and safety management certification OHSAS 18001:2007. It undertakes POH of 725 wagons/month, contributes approximately 17% of IR.





## Green initiatives are as under

### Ponds

Small ponds for preserving rain water have been developed in Workshop area by using unused space. It will not only increase water level but use as watering plants.

## Huts and Tree House

Huts using straw, bamboo and wooden packing have been made by workshop staff in this garden which shows our ancient culture. Tree House is made by released scrap material. Top view of tree house is very adorable.

Tree House is made by released scrap material. Top view of tree house is very adorable.



## Mini Sanctuary

For sustainable bio-diversity and ecology, some human friendly animal and birds are kept like sanctuary.



## Fish Park

A small fish park with fountain has been developed behind Mill Wright Shop using released pipes previously used in Vacuum break testing in pit line.



## Umbrella Garden

Huge area of approximately 3000 sq. meters near new scrap yard boundary cleaned by segregation of scrap iron, unused cables, rubber and plastic etc. and developed a Park by planting various plants and make umbrella type shelter by using condemned pipe and microwave antennas.



By removing large quantity of scrap material and condemned tank, a Yoga Park of total 3600 sq. meters has been developed.




## Models

The replica of India Gate and Gateway of India has been made through condemned scrap/off-cut material and condemned material.



The replica of National War Memorial has been made through condemned scrap/off-cut material.



In this Shaheed Stambha, Electrical Flame Light has been made with the use of spares of condemned machines.



The replica of Taj Mahal has been made through condemned scrap/off-cut material.

### Heritage Museum

Old heritage components pressure gauge comparator machine, rolling machine vintage weighting machine etc. from different parts of NCR is being collected.

3D Mural Wall Art of Horse has been made on it.



### Portraits of Mahatma Gandhi and Sardar Patel

Isometric 3D Portrait view of Mahatma Gandhi and Sardar Patel has been made through off-cut 1.6 mm sheet.

### Rotating Model of Globe

Rotating Model of Globe has been made through condemned MIG/MAG welding machine's wire feeder motor, condemned welding machine gear box and condemned axle lock plate washer.




### Bridge/Fountains

A bridge has been made from condemned cross girder of EOT crane, released steel patches and angles from the wagon. This bridge connects the heritage park and Old Static weigh bridge building.

Small Park with fountain has been developed using released pipes previously used in Vacuum break testing in pit line.



### Miniature/Mural Painting work

It is made through off-cut material size 15x12 feet.

# Indian Railways and Wildlife

## A Complex Relationship



Wildlife is the heartbeat of our planet, ensuring ecological balance and enriching our world in countless ways. To honour its significance, the UN designated March 3rd as World Wildlife Day in 2013, marking the anniversary of CITES, signed in 1973. This annual event serves as a global call to protect endangered species and recognize wildlife's profound impact on nature and humanity.

Despite the efforts launched for conservation and protection of wild life, threats are continuously rising. The best network of Indian Railways which acts as backbone of national connectivity with over 67,000 km of track length, has also led to many unintended consequences for Wildlife like fragmentation of habitat, smuggling, illegal trade etc. This article examines the complex relationship between Indian Railways and wildlife with focus on smuggling and illegal trade of wild life and efforts being taken by Railway Protection Force to curb this growing threat.

### A. Impact of Railways on Wildlife

#### Impact of Train Collisions

Train collisions pose a significant threat to wildlife, especially in areas where Railway tracks intersect migration routes or ecologically sensitive areas. Many animals, particularly elephants and tigers, are unable to evade oncoming trains due to dense vegetation, curbed tracks, and night travel further exacerbates the problem when crossing tracks, leading to traffic and preventable deaths. In India, multiple reports have highlighted the dangers of Railway corridors intersecting the wildlife migration routes.

#### Habitat Fragmentation and Displacement

Railway lines often cut through forests, wetlands and grasslands, dividing animal habitat and restricting their movement. This increase the risk of starvation, predation and human wildlife conflict. Species like tigers, elephants, and leopards are particularly affected as their large home ranges become fragmented, leading to population isolation and genetic decline.

#### Noise and Light Pollution

Railway operations generate constant noise and artificial lighting, which disturb wildlife behaviour. Loud train sounds and vibrations disrupt natural communication, feeding, and breeding patterns,

causing stress and displacement. Nocturnal animals, such as owls and bats, are particularly affected by the bright lights of passing trains, which interfere with their hunting and navigation abilities.

### Wildlife Smuggling via Indian Railways

The extensive reach of Indian Railways has inadvertently made it as key mode of transport for illegal wildlife trade smugglers exploit Railway networks to transport endangered animals, animal skins, ivory, rare birds and other prohibited wildlife products. Unchecked booked consignments, vast open network, insufficient surveillance etc. make Railway routes vulnerable to trafficking of wild life. Wildlife smuggling not only threatens biodiversity but also fuels organized crime and disrupts ecological balance.

### Methods of Smuggling

Smugglers use various methods of transport wildlife and wildlife products via Indian Railways. These methods include:

**Concealment in Luggage:** Smugglers often hide animals or animal parts in luggage, using false compartments or specially designed containers to avoid detection.

**Use of Parcels and Cargo :** Wildlife and wildlife products are sometimes shipped as parcels or cargo, often mislabeled to avoid suspicion.

**Bribery and Corruption :** In some cases, smugglers bribe Railway officials to turn a blind eye to their activities, allowing them to transport illegal goods without interference.



### Commonly Smuggled Species

A wide range of species are smuggled via Indian Railways, including :

**Exotic Birds :** Parrots, mynas, and other exotic birds are often smuggled for the pet trade.

**Reptiles :** Snakes, lizards, and turtles are smuggled for their skins, as pets, or for use in traditional medicine.

**Mammals :** Tigers, leopards, and other big cats are smuggled for their skins and bones, while smaller mammals like pangolins are smuggled for their scales and meat.

**Marine Life :** Seahorses, starfish, and other marine species are smuggled for use in traditional medicine and as curios.

### B. Efforts by Railways For Wild Life Protection

Indian Railways has implemented several measures to protect wildlife and prevent smuggling. Wildlife corridors, overpasses and underpasses in areas like Rajaji National Park and Assam's elephant corridors have reduced train – animal collisions. Speed restrictions in North Bengal and Odisha further help mitigate accidents. Early warning systems, such as thermal cameras in Bandipur National Park, alert loco pilots and station masters about animal movement. Habitat restoration initiatives, including afforestation along Railway tracks and wetland conservation near Railway bridges, are being implemented to mitigate environmental impact.

### C. Measures Taken by Railway Protection Force for Wild Life Protection

The Railway Protection Force (RPF) plays a pivotal role in curbing wildlife smuggling through India's vast Railway network.

**Operation WILEP (Wildlife Protection Initiative) –** This nationwide operation has been launched by RPF to prevent wildlife smuggling, conducting surprise inspections, and strengthening enforcement at Railway stations, parcel offices, and in train routes. Table 1 and 2 shows the recovery of wildlife (flora and fauna) from Railway stations and trains under operation WILEP by Railway Protection Force.

| Table-1 : Recovery of Restricted Fauna under Operation WILEP by Railway Protection Force | | | |
|---|---|---|---|
| Year | No. of cases detected | Quantity of wild life (Fauna) seized | No. of persons arrested |
| 2022 | 80 | -- | 51 |
| 2023 | 13 | 5,28,000 | 16 |

| Table-2 : Recovery of restricted Flora under Operation WILEP by Railway Protection Force | | | |
|---|---|---|---|
| Year | No. of cases detected | Value of forest product seized | No. of persons arrested |
| 2022 | 49 | 15,66,010 | 24 |
| 2023 | 11 | 13,78,200 | 5 |

### Surveillance and Technology Deployment

RPF is also using CCTV Surveillance, X-Ray Baggage Scanners to detect suspicious activities. Sniffer dogs have also been trained and deployed at stations and in trains to detect smuggling of wildlife products.

**Inter-Agency coordination:** RPF has also collaborated with the Wildlife Crime Control Bureau (WCCB), Forest Department, local police and other law enforcement agencies to conduct frequent raids and track down smugglers to take legal action against them. Joint operations have led to seizure of protected species such as turtles, star tortoises, exotic birds, ivory and pangolin scales etc. and the arrest of smugglers.

### D. Challenges and Limitations

The vast and complex network of Indian Railways makes it difficult to monitor every passenger, parcel and booked consignments shipment, allowing smugglers to exploit the system. Wildlife traffickers often use sophisticated concealment tactics and techniques, such as hidden compartments in luggage and mislabelled parcels, making detection more challenging. Additionally, many railway stations lack X-ray baggage scanners, parcels scanners and sniffer dogs etc. and have multiple entry and exists limiting the detection and enforcement capabilities.

Further, inter-agency coordination and lack of training of railway personnel in wildlife



identification and smuggling patterns also makes it challenging to detect illegal activities. Legal challenges also hinder efforts, as weak penalities and lengthy legal proceedings fail to deter traffickers effectively. Moreover, evolving smuggling tactics like encrypted communications, organized networks also make it harder to track and dismantle operations.

### E. Way Forward

To strengthen the Railway Protection Force's (RPF) efforts against wildlife smuggling, increased use of X-ray scanners, specialized training, and advanced surveillance technologies like AI-driven monitoring needs to be adopted. Collaboration with Forest Department, Local Police, Government Railway Police (GRP) and other enforcement agencies can also enhance intelligence sharing and coordinated action. Regular assessments of anti-smuggling measures, backed by data analysis, will help refine strategies and ensure more effective wildlife protection within Indian Railways. Finally, it is important to continue to monitor and evaluate the effectiveness of measures to combat wildlife smuggling. This will require the collection of data on wildlife smuggling activities, as well as the impact of enforcement measures. This data can be used to refine and improve measures, ensuring that they are as effective as possible.

Further, construction and operation of Railways also needs to be more sensitive to ecological consideration as it has significant impacts on wildlife, including habitat fragmentation, wildlife mortality, and the disruption of ecosystems etc. By taking these steps, it is possible to balance the need for economic development with the need to protect India's rich biodiversity.

# Test Your Knowledge

1. **Recently the 'Amrit Bharat Express' was flagged off in which state by the Prime Minister?**

(a) Bihar ☐ (b) Uttar Pradesh ☐
(c) Tamil Nadu ☐ (d) Jharkhand ☐

2. **In which railway project, India's longest tunnel is built?**

(a) Udhampur-Srinagar-Baramulla Rail Link ☐ (b) Rishikesh-Karnprayag Rail Project ☐
(c) Mumbai-Ahmedabad High-Speed Rail Corridor ☐ (d) Sevoke-Rangpo Rail Project ☐

3. **'Namo Bharat Rapid Rail' launched in Bihar connects which two cities?**

(a) Vaishali-Muzaffarpur ☐ (b) Hajipur-Patna ☐
(c) Jaynagar-Patna ☐ (d) Samastipur- Patna ☐

4. **How many railway projects were approved by the Cabinet on 4th and 9th April, 2025?**

(a) 8 ☐ (b) 5 ☐
(c) 12 ☐ (d) 7 ☐

5. **On 6th April, 2025, who inaugurated the new Pamban Bridge?**

(a) Vice President ☐ (b) Minister of Railways ☐
(c) President ☐ (d) Prime Minister ☐

6. **Name the India's first railway sea bridge with vertical lift technology?**

(a) New Pamban Bridge ☐ (b) Vembanad Rail Bridge ☐
(c) Nehru Setu Rail Bridge ☐ (d) Chenab Rail Bridge ☐

7. **In which year was the Old Pamban Bridge started?**

(a) 1915 ☐ (b) 1914 ☐
(c) 1947 ☐ (d) 1954 ☐

8. **What is the height of the vertical lift span of the new Pamban Bridge?**

(a) 57 meter ☐ (b) 75 meter ☐
(c) 78 meter ☐ (d) 72 meter ☐

9. **In which state is the new Pamban Bridge located?**

(a) Orissa ☐ (b) Kerala ☐
(c) Tamil Nadu ☐ (d) Maharashtra ☐

10. **Which helpline number is used for the convenience of railway passengers?**

(a) 139 ☐ (b) 132 ☐
(c) 131 ☐ (d) 137 ☐

**Right Answers**

1- (a) 2- (b) 3- (c) 4- (b) 5- (d) 6- (a) 7- (b) 8- (d) 9- (c) 10- (a)




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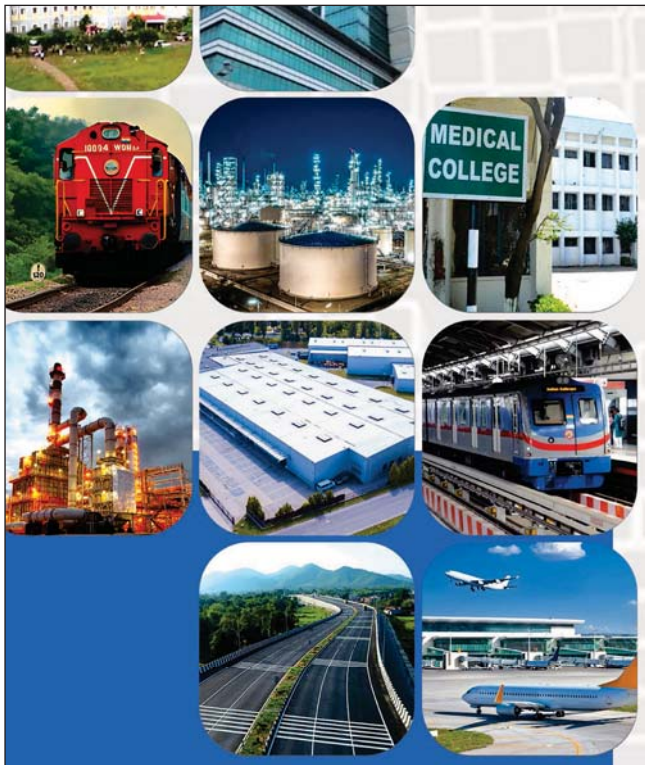

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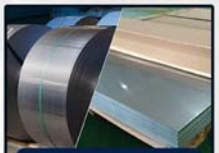
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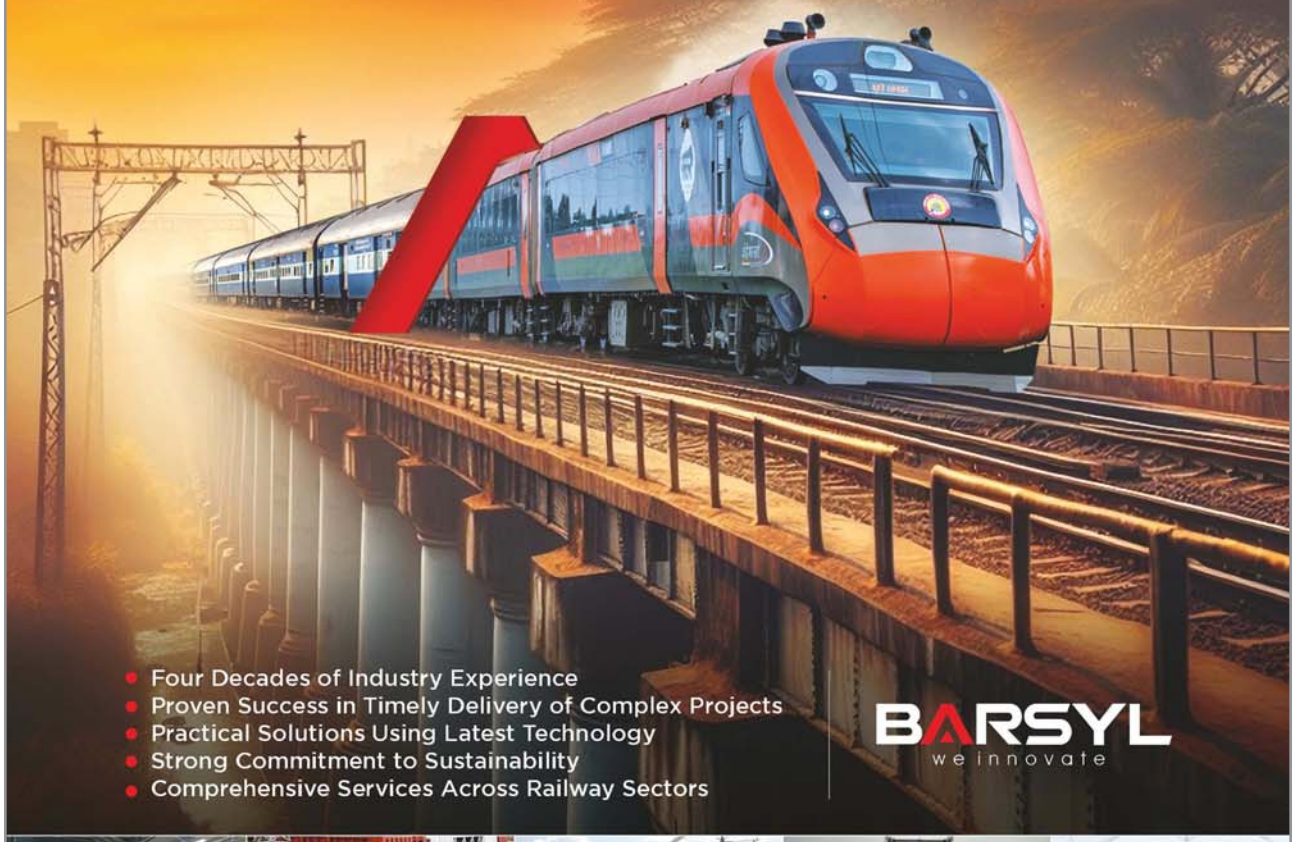
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