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An inside view of 'Restaurant on wheels' at CSMT, Mumbai (C.R.)

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In this issue



Assured career progression of sportspersons with Railways is being worked out : Ashwini Vaishnaw *6*

Assured career progression of sportspersons with Railways is being worked out : Ashwini Vaishnaw 6

Indian Railways Takes a Leap in Advancement of Skill India Mission 8

Full Span Launching Equipment to Expedite Construction of Mumbai-Ahmedabad High Speed Rail Project Flagged Off 11

Minister of Railways Reviews Progress of Work on the Jammu-Srinagar Rail Link Project at Katra 13

Minister of Railways Visits New Delhi Railway Station to Start-Off the Swachhata Pakhwada Over Railways 14

Hon'ble MR Dedicated to the Nation Stoppage of Howrah–Jamalpur Kaviguru Express Special Train at Nonihat Bhaturia Station 15

Hon'ble Minister of State for Railways Shri Danve Reviews the Progress of Important Ongoing Rail Projects 16

Passenger train service between Manipur and Assam flagged off by Chief Minister Manipur and Minister of State of Railways 17

Superfast Special Train Introduced between Surat & Mahuva – Hon'ble Minister of State for Railways & Textiles Flagged Off... 18

Hon'ble Minister of State for Railways Flagged off Textile Parcel Special Train 19

MoSR Meets CM of Uttarakhand to Discuss about various Railway Projects in progress in the State 19

Hon'ble Minister of State for Railways Inaugurated Various Facilities at Surat Station 21

News Bulletin 23

Picture Gallery 27

Our Heroes 28

Zonal Railways/Production Units News 29

Children's Section 52

Children's Quiz 52

Railway Crossword
Shri K C Jayaraj 54

The Business of Precedence
D. Om Prakash Narayan 55

Who am I? 56

Monetary instruments used during travel
Shri Anil Saxena 57

Evolving Dimensions of Intermediary Liability in Cyberspace
Dr. Raju Narayana Swamy 64

'Reminiscence'- Unforgettable Events of My Life
Shri N. Subramanian 67

Traditional Punjabi Dish
Smt. Rekha Chhabra 70



Mysteries of Himalayas
Shri T.K. Balu
62

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Editorial

The special edition of the Magazine, issued last month has found wide appreciation among our esteemed readers. The Annual Issue is the most important issue of the Magazine during a year. All the staff of the Magazine section worked very hard to make it a grand success. Compliments received from people definitely boost up their morale. We would like to hear more about the issue from our readers.

Apart from the regular features like "Central News", "Zonal Railway News" and "Picture Gallery", the present edition also contains a "Railway Crossword" and interesting write-ups on "Travellers Cheque" and lesser known destination in the Himalayas. We hope our readers would like the issue and let us know about their opinion on these articles. ■

Assured career progression of sportspersons with Railways is being worked out : Ashwini Vaishnaw



Shri Ashwini Vaishnaw has said that assured career progression of sportspersons with Railways is being worked out. He instructed senior officials to prepare a draft of career progression of Railway sportspersons by 30th October, 2021. The Minister felicitated Railways' medal winners and participants of Tokyo Olympics on 30 September, 2021 in a function organized by Railway Sports Promotion Board (RSPB) to honour Indian Railways' 25 medalist players and 6 coaches who participated in the XXXII Olympic Games 2020 held in Tokyo, Japan. During the event, Chairman & CEO, Railway Board, Shri Suneet Sharma and other senior Railway officials were also present. The Railway minister declared Special Cash Awards to Indian Railway athletes and coaches besides Railway Sports Promotion Board's regular Cash Awards. He announced Special Cash Awards for the players (Gold - 3 Crore, Silver - 2 Crore, Bronze - 1 Crore, up to 8th participants - 35 Lakh, Participants - 7.5 Lakh) and for the Coaches (Gold medal - 25 Lakh, Silver medal - 20 Lakh, Bronze medal - 15 Lakh and attached to other participants - 7.5 Lakh). Indian Railway athletes and coaches were given Special Cash Awards with a sum total of Rupees 12,97,50,000 on this occasion.



PLAYERS						
S. No.	Name (Ms./Shri)	Rly	Game	Event	Position/Medal	Amount
1.	Saikhom Mirabai Chanu	NFR	Weightlifting	Individual	Silver	2 Crore
2.	Ravi Kumar	NR	Wrestling	Individual	Silver	2 Crore
3.	Amit Rohidas	WR	Hockey (M)	Team	Bronze	1 Crore
4.	Nilkanta Sharma	WR	Hockey (M)	Team	Bronze	1 Crore
5.	Bajrang Punia	NR	Wrestling	Individual	Bronze	1 Crore
6.	Deep Grace Ekka	WR	Hockey (W)	Team	4th Place	35 Lakh
7.	Nikki Pradhan	SER	Hockey (W)	Team	4th Place	35 Lakh
8.	Gurjit Kaur	NCR	Hockey (W)	Team	4th Place	35 Lakh
9.	Nisha	NCR	Hockey (W)	Team	4th Place	35 Lakh
10.	Neha	NR	Hockey (W)	Team	4th Place	35 Lakh
11.	Sushila Chanu	CR	Hockey (W)	Team	4th Place	35 Lakh
12.	Monika	CR	Hockey (W)	Team	4th Place	35 Lakh
13.	Navjot Kaur	RCF	Hockey (W)	Team	4th Place	35 Lakh
14.	Salima Tete	SER	Hockey (W)	Team	4th Place	35 Lakh
15.	Navneet Kaur	WR	Hockey (W)	Team	4th Place	35 Lakh
16.	Lalremsiami	RCF	Hockey (W)	Team	4th Place	35 Lakh
17.	Vandana Katriya	CR	Hockey (W)	Team	4th Place	35 Lakh
18.	Kaml Preet Kaur	DMW	Athletics (Discus Throw)	Individual	6th Place	35 Lakh
19.	Vinesh Phogat	NR	Wrestling	Individual	Participation	7.5 Lakh
20.	Bhawana Jat	ER	Athletics (Rack Walk)	Individual	Participation	7.5 Lakh
21.	Priyanka Goswami	NER	Athletics (Rack Walk)	Individual	Participation	7.5 Lakh
22.	Sutirtha Mukherjee	SER	Table Tennis	Women Singles	Participation	7.5 Lakh
23.	Pranati Nayak	CLW	Gymnastic (W)	Individual	Participation	7.5 Lakh
24.	Annu Rani	DMW	Athletics (Javelion Throw)	Individual	Participation	7.5 Lakh
25.	Revathy Veeramani	SR	Athletics (4x400)	Individual	Participation	7.5 Lakh

COACHES					
S.N	Name (Ms./Shri)	Rly	Game	Highest Medal	Amount
1.	Vijay Sharma	NR	Weightlifting	Silver	20 Lakh
2	Md. Ali Qamar	ER	Boxing	Bronze	15 Lakh
3.	Anil Mann	NR	Wrestling	Silver	20 Lakh
4.	Rajeev Tomar	NR	Wrestling	Silver	20 Lakh
5.	Kuldeep Singh	NR	Wrestling	Participation	7.5 Lakh
6.	S. Murali	SR	Athletics	Participation	7.5 Lakh

In these Olympic Games, a total of 25 players and 6 coaches with 1 Physio were part of 126 members Indian Olympic contingent. ■

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Indian Railways Takes a Leap in Advancement of Skill India Mission

To empower youth by way of providing entry level training in industry relevant skills through Railway training institutes as part of 75 years of Azadi ka Amrit Mahotsav, Shri Ashwini Vaishnaw, Hon'ble Minister of Railways, Communications, Electronics and Information Technology launched Rail Kaushal Vikas Yojana, a program under the aegis of Pradhan Mantri Kaushal Vikas Yojana (PMKVY), in Rail Bhavan today. On this occasion, Shri Suneet Sharma, Chairman and CEO, Railway Board and other senior officials of Railways were also present.

Speaking on the occasion, Shri Ashwini Vaishnaw said, "It is an auspicious day as Vishwakarma Jayanti is being celebrated across the country. He also congratulated Hon'ble Prime Minister on his birthday. He dedicated Rail Kaushal Vikas Yojana as a gift from Railways to Hon'ble Prime Minister on his birthday. The vision of skill development is an integral part of the vision of Prime Minister Shri Narendra Modi and 50 thousand youth will be trained under Rail Kaushal Vikas Yojana. The aim of this initiative is to impart training skills to the youth in various trades to bring qualitative improvement. He also emphasized that training in remote areas has to be conducted under Rail Kaushal Vikas Yojana. He stressed that youth should enjoy the training process."

The training will be provided to 50000 candidates over a period of three years. Initially, the training will be provided to 1000 candidates. The training will be provided in four trades viz. Electrician, Welder, Machinist and Fitter and will comprise of initial basic training of 100 hours. Training programs in other trades will be added by Zonal railways and Production units based on regional demands and needs assessment. Training shall be provided free of cost and participants will be selected from applications received online, following a transparent mechanism on the basis of marks in matriculation. Candidates who are 10th passed and between 18-35 years shall be eligible to apply. Participants in the scheme shall however have no claim to seek employment in Railways on the basis of this training.

The program curriculum has been developed by Banaras Locomotive Works, the nodal PU for this scheme, which will also standardize assessments and maintain centralized database of participants. The scheme is being launched for 1000 participants initially and will be over and above the training provided to apprentices under the Apprentice Act 1961. A nodal website is being developed as the single source of information about programs offered, notification inviting application, lists of selected candidates, results of selection, final assessment, study material and other details. Currently, applicants may apply in response to the advertisements issued locally in the initial phase. Submission of online application shall be opened soon on a centralized website.

Trainees shall be required to undergo a standardized assessment and will be awarded certificate in the allotted trade by the National Rail & Transportation Institute, upon conclusion of their programme. They will also be provided Toolkits relevant to their trade which would help these trainees utilize their learnings and enhance their capacity for self-employment as well as employability in various industries.

75 Railway training institutes spread across the country have been shortlisted to provide training in aforesaid trades, to cover youth from all over the country. The scheme will not only improve the employability of the youth but also upgrade the skills of self employed and those who are working with contractors through re-skilling and up – skilling and contribute towards Skill India Mission.

List of Total Institutes

SR	Rlys/PU	Institue Name	Institue Address	Pincode	State
1	BLW	Technical Training Centre	Technical Training Centre, BLW, Varanasi	221004	Uttar Pradesh
2	CLW	TTC/ CLW	TTC, Near Children Park, Chittaranjan, Paschim Bardhaman	713331	West Bengal
3	CR	Basic Training Centre	Office of Chief Workshop Manager, TH Kataria, Marg, Matunga, Mumbai	400019	Maharashtra
4	CR	Basic Training Centre	Basic Training Centre, Loco Workshop, Central Railways Mumbai	400012	Maharashtra
5	CR	WTI/TMW/ Nasik Road	Traction Machine Workshop, Eklehra Road, Nasik	422101	Maharashtra
6	CR	WTI/ELW/Bhusawal	RPDS Road, Electric Locomotive Workshop, Bhusaval	425201	Maharashtra

SR	Rlys/PU	Institue Name	Institue Address	Pincode	State
7	CR	BTC, C&W, Pune	BTC C&W, GCMC, Pune	411001	Maharashtra
8	CR	BTC, ELS, AJNI	Office of Sr. DEE, Electric Loco Shed, Ajni	440003	Maharashtra
9	CR	Solapur Training Institute	Near Ramwadi, Solapur	413001	Maharashtra
10	DMW	TTC, DMW, Patiala	Technical Training Centre, Focal Point, Patiala, Punjab	147003	Punjab
11	ECOR	BTC	Carriage Repair Workshop, Mancheswar	751017	Odisha
12	ECOR	DTTC	Diesel Locomotive Shed	530008	Andhra Pradesh
13	ECOR	Electric Loco Shed	Marripalem, Nad Post, Visakhapatnam	530009	Andhra Pradesh
14	ECOR	Electric Loco Shed, Angul	At/Po: Ranigoda, Dist: Angul, Odisha	759123	Odisha
15	ECR	Supervisors Training Centre	O/O Principal STC SPJ	848101	Bihar
16	ECR	BTC	CRW/HRT ECR, Harnaut, Dist- Nalanda, State- Bihar	803110	Bihar
17	ECR	Electric Traction Training Centre	Gaya Colony, Pandit Deen Dayal Upadhyay Nagar, Mughalsarai, Dist- Chandauli	232101	Uttar Pradesh
18	ER	Multi-Disciplinary Supervisor Training Centre,Ulti-Disciplinary Supervisor Training Centre, Kanchrapara	Eastern Railway, Kanchrapara, Dist. - 24 Paraganas (North)	743145	West Bengal
19	ER	Pilot Training Schol, Jamalpur	Traning School for Loco Pilots & Asst. Loco Pilots (Diesel)	811214	Bihar
20	ER	Multi-Disciplinary Workshop Training Centre,Jamalpur Workshop	Basic Training Centre, Eastern Railway, Jamalpur, Workshop	812214	Bihar
21	ER	Multi-Disciplinary Workshop Training Centre, Liluah	Basic Training Centre, Carriage & Wagon Workshop, Eastern Railway,Liluah	711204	West Bengal
22	ER	Multi-Disciplinary Specialized Training Centre (C&W), Hwh	C&W Coaching Complex. Tikiapara, Howrah	711101	West Bengal
23	ER	Multi-Disciplinary Specialized Training Centre (C&W), Andal	BOXN ROH Depot, Andal	713321	West Bengal
24	ER	Diesel Training Institute, BMG/HW	Diesel Training Institute, Howrah Diesel Shed	711106	West Bengal
25	ER	Diesel Traction Centre, Andal	DTTC Diesel Shed, Andal	713321	West Bengal
26	ICF	BTW/ICF/PER	O/O Principal,ICF/PER	600038	Tamilnadu
27	MCF	TTC/MCF/RBL	Office of Dy.CME/Safety & Training, Technical Training Centre, Modern Coach Factory, Lalganj, Raebareli	229120	Uttar Pradesh
28	Metro Rail	Technical Training Centre (Electrical)	Technical Training Centr (Electrical), Dum Dum Car Depot Complex, Metro Railway, Noapara	700090	West Bengal
29	NCR	Basic Training Centre	Wagon Repair Workshop, Premnagar, Nagra, Jhansi	284003	Uttar Pradesh
30	NCR	Supervisors Training Centre	Near Chief Workshop Manager's Office, Wagon Repair Workshop, Premnagar, Nagra, Jhansi	284003	Uttar Pradesh
31	NER	Workshop Training Centre/ Mechanical Workshop	WTC Mechanical Workshop NER	273012	Uttar Pradesh
32	NER	Divisional Training Centre /C&W/LJN	Divisional Training Centre /Coaching Depot., Aishbagh	273012	Uttar Pradesh
33	NER	Basic Training Centre/ Mechanical Workshop	Basic Training Centre/Mechanical Workshop, NER, Izzatnagar	243122	Uttar Pradesh
34	NFR	Supervisory Trg Center (Mech)/New Bongaigaon	Near C&W Workshop, New Bongaigaon	783381	Assam
35	NFR	Multi Disciplinary Zonal Training Institute/APDJ	Alipurduar Junction Post-Alipuduar Dist-Alipurduar	736123	West Bengal
36	NFR	Multi Disciplinary Divisional Training Institute/Rny	Rangiya	781354	Assam
37	NFR	Multi Disciplinary Divisional Training Institute/Kir	Katihar		Bihar
38	NFR	Specialized Training Centre/ Pandu	Pandu		Assam
39	NFR	Specialized Training Centre/ Dibrugarh	Dibrugarh	786001	Assam
40	NR	Supervisors Training Centre	Northern Railway, Charbagh, Lucknow, Near European Club	226005	Uttar Pradesh
41	NR	BTC	Mechanical Workshop Amritsar, Northern Railway, Gt Road Near Putlighar, Amritsar, Punjab - 143001	143001	Punjab

SR	Rlys/PU	Institue Name	Institue Address	Pincode	State
42	NR	Basic Traininmg Centre	Carriage & Wagon Workshop, Northern Railway, Jagadhari Workshop	135002	Haryana
43	NR	C&W Training Centre	Carriage & Wagon Training Centre, Bhoor Bharat Nagar, Ghaziabad, UP-201001	201001	Uttar Pradesh
44	NWR	BTC/ LWS	Ajmer Diesel Loco & Wagon Workshop, Near Lal Phatak, Ajmer	305001	Rajasthan
45	NWR	BTC/CWS	Basic Trainning Center, Near Johnsganj Phatak, Carriage Workshop Ajmer	305001	Rajasthan
46	NWR	BTC/CWS	BTC Carriage Workshop, Near Jda Circle, Ratanada, Jodhpur	342001	Rajasthan
47	NWR	BTC, Workshop, Bikaner	Basic Training Center, Workshop, Bikaner, Rajsthan	334001	Rajsthan
48	RCF	TTC	TTC, Rail Coach Factory, Kapurthala, Punjab	144602	Punjab
49	RWF	TTC, RWF	Technical Training Centre, Rwf, Yelahanka, Bangalore	560064	Karnataka
50	SCR	BTC	Basic Training Centre, Carriage Workshop, Lallaguda, Secunderabad	500017	Telangana
51	SCR	BTC	Basic Training Centre, Wagon Workshop, Rayanapadu, Vijayawada.	521241	Andhra Pradesh
52	SCR	BTC	Basic Training Centre, Carriage Repair Shop, Settipalli, Renigunta - Tirupati Road, Tirupati	517506	Andhra Pradesh
53	SECR	Basic Training Centre, WRS/R	BTC/WRS/R	492008	Chattisgarh
54	SECR	Basic Training Centre, Motibagh Workshop	office of the CWM, Motibagh Workshop, Kamptee Road, Kadbi Chauk, Nagpur	440004	Maharashtra
55	SECR	Specialized Training Centre (Electric Loco)	Uslapur / Bilaspur / SECR	495001	Chattisgarh
56	SER	ELTC	ELTC, Loco Colony, Near ELS/TATA	801002	Jharkhand
57	SER	AICTC	All India Central Training Centre, Near Kali Mandir, R.e.colony, Chakradharpur	833102	Jharkhand
58	SER	ESTC	Electrical System Training Centre, CI/STC/ROU, PO-Rourkela Colony, Sundergarh, Rourkela	769013	Odisha
59	SER	RWTI	Kharagpur Railway Workshop, Kharagpur, Pin-721301	721301	West Bengal
60	SR	WTC/CW/PER	O/O CWM,CW/PER,Chennai,Tamilnadu	600023	Tamilnadu
61	SR	WTC/S&T WS/PTJ	O/O CWM,S&T WS/PTJ, Coimbatore, Tamilnadu	600023	Tamilnadu
62	SWR	Multi Diciplinary Divisional Training Institute	Multi Diciplinary Divisional Training Institute, Bangalore	560023	Karnataka
63	SWR	Workshop Basic Training Institute	Carriage Repair Workshop, Gadag Road, SWR, Hubballi	580020	Karnataka
64	SWR	Workshop Basic Training Institute	Central Workshop, Manandavadi Road, Mysuru South	570008	Karnataka
65	WCR	Divisional Training Centre / Mechanical(BTC)	Divisional Training Centre / Mechanical (BTC), 12 Block Area, Itarsi	461111	Madhya Pradesh
66	WCR	Mechanical Engineering Training Centre(BTC)	In front of Diesel Loco Shed, New Katni Jn.	483501	Madhya Pradesh
67	WCR	Divisional Training Centre / Mechanical (Diesel)	Divisional Training Centre / Mechanical (Diesel), Diesel Loco Shed, Itarsi	461115	Madhya Pradesh
68	WCR	Basic Training Centre	Basic Training Centre, Wagon Repair Shop (WCR), Kota Rajasthan	324002	Rajasthan
69	WCR	Regional Railway Welding Institute	Regional Railway Welding Institute, Coach Rehabilation Workshop, Nishatpura	462010	Madhya Pradesh
70	WCR	Mechanical Engineering Training Centre	In front of Diesel Loco Shed, New Katni Junction, Dist-Katni	483501	Madhya Pradesh
71	WCR	Divisional Training Centre	Electric Loco Shed New Yard Itarsi	461111	Madhya Pradesh
72	WR	Workshop/ Basic Training Institute/Lower Parel	Carriage Repair Workshop, Western Railway, N M Joshi Marg, Lower Parel	400013	Maharashtra
73	WR	Workshop/ Basic Training Institute /Dhd	Loco & Carriage Wagon Shop, Freelandganj, Dahod	389160	Gujarat
74	WR	Electrical Loco Shed, BRCY	Sr.DEE (TRS) Office, Nava Yard, Vadodara	390002	Gujarat
75	WR	Engineering Workshop, SBI	CWM Office, Engineering Workshop, Western Railways, Opp "D" Cabin, Sabarmati	380019	Gujarat

Full Span Launching Equipment to Expedite Construction of Mumbai-Ahmedabad High Speed Rail Project Flagged Off

Shri Ashwini Vaishnaw, Hon'ble Minister for Railways, Communications, Electronics & Information Technology, flagged off indigenously designed and manufactured Full Span Launching Equipment, Straddle Carrier and Girder Transporter to expedite construction of viaduct for Mumbai-Ahmedabad High Speed Rail corridor, through video conferencing.

The other key dignitaries present at the ceremony were Mr. Miyamoto Shingo, Hon'ble Minister, Embassy of Japan, Shri Suneet Sharma, Chairman & CEO, Railway Board, Shri Satish Agnihotri, MD, NHSRCL, Shri Anupam Kumar, Shri S N Subrahmanyan, CEO & MD, L&T Construction.

Addressing the gathering, Shri Ashwini Vaishnaw, Hon'ble Minister stated that to encourage Aatma Nirbhar Bharat Abhiyan initiative, full span launching equipment of 1100MT capacity is indigenously designed and manufactured by M/s Larsen & Toubro at Kanchipuram, Chennai. M/s L&T has partnered with 55 Micro-Small Medium Enterprises (MSME). India is now coming in the select group of country like Italy, Norway, Korea, and China which have been designing and manufacturing such equipment. This will expedite construction of high speed railway, as is the proven technology in metro and similar projects. Work has already begun on 325 km (in Gujarat state) out of 508 km corridor between Mumbai & Ahmedabad. More than 97% land has been acquired for the project in Gujarat and Dadra & Nagar Haveli and 30% land in Maharashtra. This project will improve skillset in various rail construction technologies. Japanese counterparts will provide training to National High Speed Rail Corporation Limited employees and also to contractors. More than 6000 workers are already working at various construction sites for the project, thus creating employment opportunities for the local youth.

He further stated that the Mumbai Ahmedabad High Speed Rail project is expected to create more than 90,000 jobs in this area including 51,000 jobs for technicians, skilled and unskilled workers.This project will boost the overall economy of the area by deploying 1000s of trucks, dumpers, excavators, batching plants, tunneling equipment and so on. It is estimated that 7.5 million ton of cement, 2.1 million ton of steel and 70000 tones of structural steel will be used in the construction. National High Speed Rail Corporation Limited is also preparing detailed project reports for seven high speed rail corridors. With the experience of execution of Mumbai-Ahmedabad High Speed Rail project, the works on other corridors will be faster.

For the construction of viaduct superstructures of 508 km long, Mumbai-Ahmedabad High-Speed Rail Project (MAHSR), the State-of-the-Art construction methodologies like Full Span Launching Methodology (FSLM) will be adopted. This technology will expedite the process of launching girders as the precast girders of full span length will be erected as a single piece for double track viaduct. FSLM is used world over as it is faster than the segment by segment launching method, usually adopted for the construction of viaducts for metro system. India is now coming in the select group of countries like Italy, Norway, Korea, and China which have been designing and manufacturing such equipment.

The standard precast Pre Stressed Concrete (PSC) Box Girders (weight ranging from 700 to 975 metric ton) of span 30, 35 and 45 meters will be launched by using FSLM methodology for the high speed corridor. The heaviest PSC Box Girder weighing 975 MT and of 40 meter length will be used for the first time in the construction industry in India for MAHSR project.

To encourage Aatma Nirbhar Bharat Abhiyan initative, FSLM equipment of 1100MT capacity is indigenously designed and manufactured by M/s Larsen & Toubro at their manufacturing facility in Kanchipuram, Chennai, for which M/s L&T has partnered with 55 Micro-Small Medium Enterprises (MSME).

A total of 20 number of such launching equipments will be required for the construction of 325 km of viaduct superstructures between Vapi and Ahmedabad in the state of Gujarat.

Additional details about MAHSR project:

- Work has already begun on 325 km (in Gujarat state) out of 508 km corridor between Mumbai & Ahmedabad
- More than 97% land has been acquired for the project in Gujarat and Dadra & Nagar Haveli and 30% in Maharashtra
- This project will improve skill set in various rail

THE ENGINEERING FEATURES

- **STRADDLE CARRIER**

This equipment is designed to handle the Full Span Precast girders from casting bed to stacking yard and further feeding them to Bridge Gantry for further erection. This is a tyre mounted self-propelled gantry crane having lifting capacity of 1100MT.

Technical Parameters

Self-weight	845 T
Dimensions	52.5 x 37.0 x 21.9 Mtr (Length x Breath x Height)
Speed of Travel	1 kmph – With Load 2 kmph – No Load
Hook Hoisting & Lowering Speed	0.5 Mtr/Min – With Load 1.5 Mtr/Min – No Load
Total no of Tyres	80 Nos (20 x 4)
Wheel Dimensions	Diameter – 1.82 m
Components Sourced from	India (85%), Germany, Spain and Austria (15%)



- **GIRDER TRANSPORTER**

This equipment is designed to transport the Full Span precast girders fed by Bridge Gantry to erection location.This is 27 axle tyre mounted self-propelled trolley of carrying capacity of 1100MT.

Technical Parameters

Self-weight	387 T
Dimensions	58.5 x 8.5 x 3.5 Mtr (LxBxH)
Speed of Travel	5 kmph – With Load 10 kmph – No Load
Total no of Tyres	216 Nos (27 x 2 x 4)
No of Axles & Axle load	27 nos & 55T/Axle
Components Sourced from	India (85%), Germany, Spain and Austria (15%)



construction technologies. Japanese counterparts will provide training to National High Speed Rail Corporation Limited employees and also to contractors.

- More than 6000 workers are already working at various construction sites for the project, thus creating employment opportunities for the local youth.
- It is estimated that the Mumbai Ahmedabad High Speed Rail project will create more than 90,000 jobs in this area including 51,000 jobs for technicians, skilled and unskilled workers.
- This project will boost the overall economy of the area by deploying 1000s of trucks, dumpers, excavators, batching plants, tunneling equipment and so on. It is estimated that 7.5 million ton of cement, 2.1 million ton of steel and 70000 ton of structural steel will be used in the construction.
- National High Speed Rail Corporation Limited is also preparing detailed project reports for seven high speed rail corridors. With the experience of execution of Mumbai-Ahmedabad High Speed Rail project, the works on other corridors will be faster. ■



Minister of Railways Reviews Progress of Work on the Jammu-Srinagar Rail Link Project at Katra





- Mr Lays Foundation Stone for Enhancement of Infrastructure and Passenger Facilities at SMVD Katra Station
- Travels on the Vande Bharat Train to Jammu and Interacts with the Passengers Enroute

Shri Ashwini Vaishnaw, Hon'ble Minister of Railways visited Shri Mata Vaishno Devi Katra on 13 September, 2021. The Hon'ble Minister laid the foundation stone for enhanced infrastructure and passenger amenities at the SMVD Katra station. He reviewed the ongoing work on the Udhampur-Srinagar-Baramulla-Rail-Link Project (USBRL). He boarded the prestigious semi-high speed Vande Bharat Express train from SMVD Katra for Jammu. He interacted with the passengers while on the train. Shri Ashutosh Gangal, General Manager Northern Railway, Chief Administrative Officer, USBRL Project, Shri S.K. Jha, Divisional Railway Manager, Firozpur, Dr. Seema Sharma and other officials of Northern Railway and USBRL were present on the occasion.

Shri Ashwini Vaishnaw on his first trip as Minister of Railways to the hugely popular temple town of Katra visited the SMVD Katra railway station on 13 September, 2021. The Minister laid the foundation stone for expending infrastructure for initiating the Katra-Banihal rail section, which is underway under the USBRL project. He went around the premises inspecting various facilities existing at the world class station. He interacted with the pilgrims who had traveled from different parts of the country to visit the Shrine.

The Minister was briefed about the progress of work of the final leg of the USBRL project which is to link Jammu to Srinagar. The project which is to Link Jammu to Srinagar Valley through an all-weather rail line is being built at a cost of ₹27,949 Crore. The construction of the rail line in the young fold, seismically active Himalayan region has been a challenge. Three sections from Banihal-Baramulla have already been completed and made operational.

The fourth and final leg of the project measuring 111 km between Katra-Banihal is the most challenging as 97 km of the route is in tunnels. There are 07 stations proposed in the section. Due to paucity of flat space some of the stations are to be built within tunnels or bridges. The route is to be completely electrified so as to curtail running costs and minimize environmental pollution.

This section also boasts of several iconic structures; the Chenab Bridge and the Anji Bridge. The bridges are aesthetically designed colossal structures, placed at great height being built across the Chenab River gorges. The Chenab bridge is an arch bridge 359 m above the river bed. When complete this will be the highest railway bridge in the world. The arch of the bridge has been laid and the deck laying process has recently been initiated. While the Anji bridge is India's first Cable stayed railway bridge. The bridge will be held in place by a single 195 m pier with 37-42 cable attachments. The work on the pier is fast reaching completion.

There are 27 main tunnels totaling 97 km in length. Individually, 04 tunnels are more than 9 km in length and another 04 tunnels are about 5 km long. Escape tunnels are being constructed

with these tunnels as per international disaster management protocols. Tunnels on this project are being constructed using the latest New Austrian Tunnelling method (NATM). Reputed international consultants have been associated for consultancy and designing of the tunnel project. The tunnel will be equipped with modern state of art ventilation and public address system when complete.

Expressing satisfaction on the progress of the project MR said that the aspirations of the people of Jammu & Kashmir have to be fulfilled by completing the project so that the region gets a good transportation system to remain connected to the rest of the country all the year round. He called upon the engineers working on the project to expedite the remaining portion on mission mode.

Later the Minister boarded the Semi-high speed express train 'Vande Bharat' from Katra for Jammu. He interacted with the travelling passengers to get their views and feedback about the railway services. The passengers were pleasantly surprised to see the Rail Minister travelling with them. While some voiced their suggestions for changes in the Railway system, many more thanked the Minister for overall betterment in the services, cleanliness and passenger facilities in recent years. The Minister then foot plated driver's cabin of the Vande Bharat Express. He showed keen interest in the driving process of the train. On alighting from the train at Jammu the Minister inspected the Jammu-Tawi station and took stock of the passenger facilities there.

He studied the redevelopment plan on display at the station. He was apprised that the redevelopment of Jammu Tawi station costing ₹226 crore has been initiated, which includes infrastructure enhancement, construction of a second entry and subways for easy movement of passengers. ■

Minister of Railways Visits New Delhi Railway Station to Start-Off the Swachhata Pakhwada Over Railways





Shri Ashwini Vaishnaw, Hon'ble Minister of Railways visited New Delhi Railway Station to initiate the Cleanliness Drive over Railways e.g. the 'Swachhata Pakhwada' on 17 September, 2021. The Minsters was accompanied by Shri Suneet Sharma, Chairman and CEO Railway Board, Shri Ashutosh Gangal, General Manager Northern Railway, Shri Dimpy Garg, Divisional Railway Manager, Delhi Division and senior officials of Railway Board, and Northern Railway.

On reaching the station the Hon'ble minister was briefed about the cleaning methods of the station platforms and tracks. He took keen interest in the cleanliness equipment from a coach mounted cleaning machine to the mechanized floor scrubber. The Minster operated the floor mopping scooter for some distance on the platform. He was also presented a jacket and a cap of the cleanliness drive by the Scouts and Guides volunteers.

He later inspected the waiting rooms and

witnessed a 'Nukkad Natak' presented on importance of swachhata by the cultural society of Delhi Division. The Minister inaugurated the App based 'Wheel Chair Services' kiosk in the circulating area. The wheelchair service can be pre-booked for Divyangjan and Senior citizens through an app which can be downloaded from Google Play Store. The wheel chair is a comfortable, motorized system driven by an attendant who takes the passenger to reach the train coach.

He also inaugurated a Food Plaza set up by IRCTC on the Ajmeri Gate side of the station to cater to the food needs of the travelers. He also inspected the food stalls and kiosks on the platform and advised them to install digital methods for payment of services. The Minister interacted with the passengers and enquired about their travel experiences on the Indian Railways. Most passengers were appreciative of the services being provided by the Railways. He then visited a pandal set up for 'Vishwakarma Puja' in the Power substation and participated in the rituals there.

Speaking on the occasion the Minister wished the Hon'ble PM on his Birthday on 17 September, 2021 and said that Railway is initiating a fortnight long intense cleanliness drive over Railways, the 'Swachhata Pakhwada.' He advised the staff and officials to ensure that this level of cleanliness is always maintained throughout the Railway system at all times.

He appreciated the work being put in by railwaymen in running the railway system. He also said that more Vande Bharat express trains will be inducted for faster and convenient travel. ■

Hon'ble MR Dedicated to the Nation Stoppage of Howrah–Jamalpur Kaviguru Express Special Train at Nonihat Bhaturia Station



Shri Ashwini Vaishnaw, Hon'ble MR flagged off the Kavi Guru Express special via video conferencing at its newly inducted stoppage at Nonihat Bhaturia

Shri Ashwini Vaishnaw, Hon'ble Minister of Railways, Communications, Electronics & Information Technology dedicated to the nation stoppage of Howrah – Jamalpur Kaviguru Express Special train (03015/03016) at Nonihat Bhaturia station (via video conferencing) on 25th September, 2021. The new stoppage is intended to provide better transportation facility in Jharkhand area. It acts as an impetus to socio-economic development of the area. This is the first stoppage of any mail/express train at Nonihat Bhaturia station.



Hon'ble Minister of Railways flagged off Asansol Ahmedabad Express Special train at Madhupur station through VC

Asansol–Ahmedabad Express Special Train Flagged off by Hon'ble MR at Madhupur Station Through VC

Shri Vaishnaw flagged off Asansol – Ahmedabad Express Special train at Madhupur station through video conferencing on 26 September, 2021. The new train provided improved transportation facility in Jharkhand and ensures better inter-state & intra-state connectivity. It gives an impetus to socio-economic development of Jharkhand.

Jasidih-Pune Express Flagged off by Hon'ble MR from Jasidih Station through VC

The MR flagged off Jasidih – Pune Express at Jasidih station on 27th September, 2021 through video conferencing. The new train provides improved transportation facility in Jharkhand and ensures better inter-state & intra-state connectivity. It gives an impetus to socio-economic development of Jharkhand and act as a boost for tourism sector.



The Minister of Railways flagged off Jasidih Pune Express (Weekly) at Jasidih Station through VC

Jasidih – Vasco-Da-Gama Express Special Train Flagged off by Hon'ble MR from Jasidih Station through VC

As a part of continues endeavour of Railways towards all-round-progress of Jharkhand, Shri Ashwini Vaishnaw flagged off Jasidih – Vasco-Da-Gama Express at Jasidih station on 28 September, 2021 through video conferencing. The new train further improves the transportation facility in Jharkhand and ensures better inter-state & intra-state mobility.



The Minister of Railways flagged off Jasidih – Vasco-Da-Gama Express (Weekly) Special train at Jasidih Station through Video Conferencing.

Godda – Ranchi Express Flagged off by Hon'ble MP at Godda Station

Shri Nishikant Dubey, Hon'ble MP flagged off Godda – Ranchi Express at Godda station on 29 September, 2021. The extension of the erstwhile tri-weekly Ranchi – Bhagalpur Express upto Godda provides direct connectivity from the state capital of Jharkhand to the important district like Godda. This direct link between Ranchi and Godda is convenient for the people of this area for their different social, legal & business requirements. This train also helps the people of Bhagalpur area of Bihar and Godda district of Jharkhand to commute more easily and conveniently. ■



Shri Nishikant Dubey, Hon'ble MP flagged off Godda Ranchi Express from Godda Station

Hon'ble Minister of State for Railways Shri Danve Reviews the Progress of Important Ongoing Rail Projects

Shri Raosaheb Patil Danve - Hon'ble Minister of State for Railways, Coal & Mines, Government of India chaired the review meeting of important ongoing rail projects at Western Railway's HQ office, Churchgate, Mumbai on 8th September, 2021. Shri Danve reviewed the progress of the

Western Dedicated Freight Corridor (DFCCIL) & Mumbai – Ahmedabad High Speed Rail Project (NHSRCL) for the portion falling in Maharashtra. Shri Alok Kansal, General Manager of Western Railway, Shri Hari Mohan Gupta – Director (Infra) of DFCCIL, Shri Rajendra Prasad – Director (Projects) of NHSRCL alongwith Divisional Commissioner Konkan and District Collectors as well as other senior officials of WR, DFCCIL, NHSRCL & State Govt. officials were present during the meeting.

Hon'ble MOSR Shri Raosaheb Patil Danve presided over the meeting to discuss the matters pertaining to these two important infrastructural projects. He reviewed the status of the Western Dedicated Freight Corridor being undertaken by Dedicated Freight Corridor Corporation of India Ltd. (DFCCIL) as well as the Mumbai - Ahmedabad High Speed Rail Project undertaken by National High Speed Rail Corridor Ltd. (NHSRCL). Shri Danve was apprised of the various stages of progress of these vital projects, including the land acquisition process and rehabilitation of Project Affected People (PAPs). Hon'ble MOSR directed the concerned officials including State Govt. officials to expedite the work for completion of the projects within the stipulated target period to avoid cost & time over-runs. He emphasized on the importance



MOSR (D) conducts review meeting at CCG

of these 2 projects. All the officers including those of State Govt. felt motivated to deliver the projects on fast-track basis. Earlier, on reaching WR Headquarters building at Churchgate, Hon'ble MOSR (D) was welcomed by WR GM Shri Alok Kansal. GM also apprised Hon'ble MOSR (D) about various aspects of recent restoration of heritage building of WR HQs at Churchgate. ■

Passenger train service between Manipur and Assam flagged off by Chief Minister Manipur and Minister of State of Railways



To provide better rail connectivity to the people of Manipur, a passenger train service was flagged off by Hon'ble Chief Minister of Manipur Shri Nongthombam Biren Singh and Shri Raosaheb Patil Danve, Hon'ble Minister of State of Railways, Coal & Mine on 29th August, 2021. The flagging off programme was held remotely through video link from Imphal. State Ministers, MPs, MLAs and senior officials from Railways and State Govt. of Manipur were also present.

Shri Raosaheb Patil Danve, Minister of State of Railways also reviewed the progress of various ongoing railway projects of Northeast Frontier Railway. Shri Anshul Gupta, General Manager/ Northeast Frontier Railway gave a presentation to Minister on overall performance of Northeast Frontier Railway (Open line) and day to day functioning pertaining to operation of trains and development of passenger amenities in various states. ■

Superfast Special Train Introduced between Surat & Mahuva – Hon'ble Minister of State for Railways & Textiles Flagged Off the Special Train at Surat Station

Hon'ble Minister of State for Railways & Textiles, Smt. Darshana Jardosh flagged off a new Superfast Special Train between Surat and Mahuva on Thursday, 19th August, 2021 in a function held at Surat station. Hon'ble Minister of State, Health & Family Welfare, Medical Education (Govt. of Gujarat) Shri Kishorbhai Kanani, Hon'ble Mayor Smt. Hemali Boghawala, Hon'ble MP Shri Prabhubhai Vasava and Hon'ble MLAs Shri V. Zalavadiya, Shri Arvindbhai Rana & Shri Pravinbhai Ghoghari, other distinguished guests including Shri Rajkumar Lal – Principal Chief Commercial Manager of WR & various senior railway officers were also present. Hon'ble MP Naranbhai Kachhadiya joined the event through video link.



Hon'ble MoSR Smt. Darshana Jardosh is seen flagging off the Surat-Mahuva Superfast Special Train with other dignitaries.

On this occasion, Shri G.V.L. Satyakumar – Divisional Railway Manager of Mumbai Central Division gave the welcome speech at Surat station. Hon'ble Minister of State, Health & Family Welfare (Govt. of Gujarat) Shri Kishorbhai Kanani addressed the gathering followed by Hon'ble MP Shri Naranbhai Kachhadiya through video link. Hon'ble MP Shri Prabhubhai Vasava also spoke on the occasion. Hon'ble MoSR Smt. Darshana Jardosh in her address shared her thoughts and vision for the Railways. Later, Hon'ble MoSR alongwith other dignitaries flagged off the inaugural run of the Surat – Mahuva Special Express Train from Surat on Thursday, 19th August, 2021.



In its regular service, Train No. 09049 Surat – Mahuva Superfast Special Express will leave Surat on all days except Wednesday & Friday at 22.00 hrs to reach Mahuva at 09.05 hrs on the next day. This train will run regularly from Saturday, 21st August, 2021. Similarly, Train No. 09050 Mahuva – Surat Superfast Special Express will leave Mahuva on all days except Thursday & Saturday at 19.35 hrs to reach Surat at 06.35 hrs on the next day. This train will run regularly from Friday, 20th August, 2021. Enroute this train will halt at Vadodara, Ahmedabad, Viramgam, Surendranagar Gate, Botad Jn, Dhola Jn, Dhasa Jn, Savarkundla and Rajula Jn stations in both directions. This train will run as fully reserved train. The train comprises of AC 2-Tier, AC 3-Tier, Sleeper Class & Second Class Seating coaches. It is also hereby informed that Train No. 09071/09072 Surat – Mahuva Special Superfast Express (Original Train No. 12945/46) will be cancelled with effect from 25th August, 2021 from both ends. ■

Hon'ble Minister of State for Railways Flagged off Textile Parcel Special Train

Smt Darshana Jardosh – Hon'ble Minister of State for Railways flagged off, on the maiden Textile Parcel Special Train from Udhna New Goods Shed to Danapur near Patna and Ram Dayalu Nagar near Muzaffarpur. Saturday, 4th September, 2021.

Due to sustained efforts of Business Development Unit (BDU) of WR's Mumbai Division, textile traffic has been loaded for the first time in customized NMG wagons at Udhna New Goods Shed. In this endeavour, a Textile Parcel special train consisting of 25 NMG wagons was run for the first time from Udhna New Goods Shed carrying textile material to Patna and Muzaffarpur. It will, especially benefit the textile market of Surat area as it's economical, faster & safer. This has in turn provided an opportunity for tapping the huge potential of textile market and will cater to the transportation needs of textile industry godown hubs in & around Surat city. Shri Pravinbhai Ghoghari - Hon'ble MLA of Karanj & Smt Sangeeta Ben Patil - Hon'ble MLA of Limbayat and representatives of FOSTTA i.e. Federation of Surat Textile Traders Association along with Shri GVL Satya Kumar- Divisional Rly Manager of Mumbai Central Division of WR & other senior railway officials were also present on this occasion. In the beginning, DRM Shri Satya Kumar welcomed Hon'ble MOSR & other dignitaries on the stage.

It is pertinent to mention that regular meeting with transport aggregators, transporters, transport



Smt Darshana Jardosh is flagging off the Textile Parcel Special Train from Udhna New Goods Shed

associations viz. STGTA & textile manufacturers'/ Trader's associations viz. FOSTTA, SGTTA have helped in changing the perception of industry towards rail as a service provider. It's worth mentioning that recently, WR's Mumbai Division, for the first-time transported textile weighing 202.4 tonnes from Chalthan to Shalimar, Kolkata. Total 4 terminals in Mumbai Division viz. Surat, Udhna New Goods shed, Chalthan and Gangadhara have been nominated and are available for handling such type of traffic for NMG wagons loading. Any interested parties can avail the benefit of these facilities at these locations. The running of NMG rake will be a great booster for increasing the share of textile traffic moving from Surat area to various parts of India. ■

MoSR Meets CM of Uttarakhand to Discuss about various Railway Projects in progress in the State

Minister of State for Railways Smt. Darshana Vikram Jardosh met Chief Minister of Uttarakhand, Shri Pushkar Singh Dhami yesterday in Dehradun. Both leaders discussed in detail the status of various ongoing railway projects in the state. This included electrification of sections, doubling of already existing lines, station redevelopment plans and new line projects. Shri Ashutosh Gangal, General Manager Northern Railway, Divisional Railway Manager, Moradabad, Shri Ajay Nandan and senior officials of Northern Railway were also present on the occasion.

Elaborating on the meeting the two statesmen said that emphasis is on increasing the presence of railways in Uttarakhand. The rail connectivity to different locations in the Himalayan state will make travel much safer, economical and comfortable. Railways being environment friendly and an all-weather mass transportation system will be ideal for the ecologically sensitive region. This will boost the economy of the region and provide employment, marketing and business opportunities to the people.

The Minister visited the Rishikesh-Karnaprayag Project site ahead of Rishikesh. She saw the tunnel boring work there. Reviewing the status of work on the Broad-gauge Rail line, the MoSR said that work was going on at a fast pace and all efforts were being made to complete the prestigious project on time. She also added that along with the rail

projects, the Railway is also building roads which is providing connectivity to several far-flung villages in the hills.

On the Chardham circuit in Uttarakhand, the Minister said that preliminary studies have been encouraging. Further surveys are being conducted by the experts to ascertain the feasibility features of the project. She also elaborated that several stations in Uttarakhand are to be redeveloped and fortified with new amenities. This will be helpful for the tourists and pilgrims visiting the state.



Chardham Project

Purpose: To Connect the four major Dhams in Uttarakhand state; Gangotri, Yamunotri, Kedarnath and Badrinath by Railways.

Present Status

- Reconnaissance Engineering Survey has been done and report submitted.
- Final Location Survey is going on to study feasibility of the project and propose alignment.

Rishikesh – Karnaprayag Project

About the Project:

- The new Broad Gauge (BG) Railway line between Rishikesh and Karnaprayag is a very important development project in the state of Uttarakhand.
- The objective of providing Rail link between Rishikesh and Karnaprayag is for facilitating easy access to pilgrimage centre situated in the state of Uttarakhand, connecting new trade centres, developing backward areas and to serve the population living in the area.
- It is expected that such a link will result in considerable reduction in travel time and cost.
- This rail link will provide opportunities for industrial development, development of cottage industry in the area and boost the economy and tourism prospects in the state.
- The proposed railway line will connect important towns like Devprayag, Srinagar, Rudraprayag, Gauchar and Karnaprayag through 5 districts namely Dehradun, Tehri Garhwal, Pauri Garhwal, Rudraprayag and Chamoli.

Present Status of Works

Tunnel

- Construction works of all 17 tunnels have commenced.
- 16 Tunnels are planned by Drill & Blast method due to complex geology.
- Longest Tunnel T8 (14.5 km) planned with Tunnel Boring Machine (TBM). Design and manufacturing commenced.
- 13.70 km Tunnel excavation completed.
- Working at 56 tunnel faces at present. 79 faces will be opened by March 2022.

18 Major Bridges, two ROB, one RUB and 34 minor bridges

- Longest Bridge (at Srinagar Br-9) – 489 m long.
- Tallest bridge (at Gauchar) - 50 m high.
- Design of all bridges completed. Construction works are in progress.
- One Major Bridge (Br-1 Chandrabhaga) completed. One ROB & one RUB opened to road traffic.

Expenditure

- Proposed Cost of Project – ₹24,659 Cr.
- Expenditure up to 31.03.2021 – ₹3,678 Cr.

Parameters	Details
Total Length	125.10 km
Total Stations	12
Tunnels	17
Total Length of Main Tunnels	105.47 km
Total Length of Escape Tunnels	98.54 km
Longest tunnel	14.58 km
Percentage of route in Tunnel	83.08%
Major Bridges	18
Speed Potential	100 kmph



Hon'ble Minister of State for Railways Inaugurated Various Facilities at Surat Station



Hon'ble MoSR Smt. Darshana Jardosh unveiling the plaque & inaugurating the vintage locomotive pedestal.

- Inauguration of Vintage Loco Pedestal & Selfie Point
- Inauguration of Integrated Security System
- Coach Guidance System & VIP Room

Smt. Darshana Jardosh, Hon'ble Minister of State for Railways & Textiles inaugurated several facilities on 14th October, 2021 in a function held at Surat station. Hon'ble Mayor Smt. Hemali Boghawala, Hon'ble MP Shri Prabhubhai Vasava and Hon'ble MLA Shri Pravinbhai Ghoghari, other distinguished guests including Shri G.V.L. Satyakumar, Divisional Railway Manager of Mumbai Division of WR & various senior railway officers were also present.

Hon'ble MoSR Smt. Darshana Jardosh unveiled the plaque & inaugurated the heritage locomotive and selfie point at Surat station along with other dignitaries. Hon'ble MoSR then inaugurated the CCTV Surveillance System control room, the Coach Guidance System and the VIP Room at Surat station. In her address, Hon'ble MoSR shared her vision for Surat and welcomed the new and positive changes that the Railways is bringing to the area. She emphasized that Surat is the second highest passenger revenue earning station of Mumbai Division of WR and that it holds a strategic position on the Mumbai-Delhi connectivity line, which is frequented by businessmen.

Vintage Locomotive Pedestal and Selfie Point in Circulating Area

With a view to revisit the heritage past of the Railways in the city, a vintage locomotive has been placed on pedestal in the circulating area & a Selfie Point to uphold the dynamic nature of the city. The Diesel Locomotive was manufactured by Chittaranjan Locomotive Workshop, Bardhaman & commissioned on 28th September, 1992 at Diesel Shed Bandra. The loco was retired on 5th January 2015 after 24 years of excellent service in Western Railway. This selfie point will be an added attraction to the bustling city & will enable the public as well as railway passengers to find moments of cheer and pride. This duo combination has uplifted the face of circulating area.

Integrated Security System (CCTV Control Room and Surveillance Cameras)

Taking into cognizance the amount of passenger footfall at Surat station and to enhance the safety and security of passengers, a new Integrated Security Control Room with modern amenities was a must at Surat station. To fulfill this requirement, High-tech cameras were planned to be installed throughout station premises to cover all areas of the station 24x7. The work was undertaken on war-footing at a cost of ₹1.2 crores and has been completed. 86 cameras will be covering the entire Surat station, with 68 cameras having already been installed and functional and the rest will be connected very soon. 3 types of High-Quality

cameras i.e., PTZ (Pan-Tilt-Zoom); 4K cameras (Very High-quality images for Face Recognition) and FHD (Full HD cameras) have been used for better monitoring of the station premises. The Face Recognition System shall work on real time and offline mode. The system shall have the provision to take multiple samples of same face belonging to same person.

Provision of Advanced Passenger Coach Guidance System

With the inauguration of the Coach Guidance System, all coach indicators and announcement system of Platform No. 1, 2 & 3 have been updated and provided with latest internet based Coach Position feeding, display and automatic announcement system. The system has been installed at a cost of ₹36 lakhs.

Redeveloped & Upgraded VIP Room

The old VIP room at Surat station has been redeveloped & upgraded. The area of the VIP room has been increased with a capacity to hold meetings with more than 25 people at any given time.

Hon'ble MoSR also interacted with a visually impaired announcer Shri Virendra Chahwala. She interacted with press media persons and general public. With the inauguration of various facilities for the benefit of passengers, Surat station is set for a new aesthetic and hi-tech look. ■

"Hoisting of 100 Feet High Monumental National Flag" at Various Railway Stations

In order to express solidarity to the unity and integrity of the country and instill a strong feeling of patriotism in upcoming generation, 100 feet high monumental National Flags are being hoisted at various important railway stations. Recently at four stations of Izzatnagar division over North Eastern Railway i.e. Farrukhabad, Kannauj, Badaun and Pilibhit 100 feet high monumental National Flags were hoisted.



Shri Mukesh Rajput, Member of Parliament hoisted 100 feet high monumental National Flag at a function held at Farrukhabad railway station on August 30, 2021. Prominent amongst those present at the function included Shri Ashok Siddharth, Member of Parliament (Rajya Sabha), Major Sunil Dutt Dwivedi, Member of Legislative Assembly, Shri Ashutosh Pant Divisional Railway Manager, Izzatnagar, representatives of public, railway officers, employees and local public.

Shri Subrat Pathak, Member of Parliament, at a function held at Kannauj railway station, hoisted 100 feet high monumental National Flag on August 30, 2021. The function was attended by Shri Ashutosh Pant, Divisinal Rail Manager, North Eastern Railway, Izzatnagar, representatives of public, railway officers, employees and local public.

Shri B.L.Verma, Union Minister of State for Development of North Eastern Region and Minister of State in the Ministry of Cooperation hoisted 100 feet high monumental National Flag at Badaun railway station on September 21, 2021. Shri Mahesh Gupta, Minister of State in U.P. Government, Shri Rajeev Kumar Singh, Member of Legislative Assembly, Shri Ajay Varshney, Additional Divisional Railway Manager, Izzatnagar, representatives of public, railway officers, employees and local public were present at the function. Shri Varun Gandhi, Member of Parliament, at a function held at Pilibhit railway station on September 24, 2021, hoisted 100 feet high monumental National Flag. The function was attended by Shri Kishan Lal Rajput, Member of Legislative Assembly, Shri Ashutosh Pant, Divisional Railway Manager, Izzatnagar, representatives of public, railway officers, employees and local public. All the above functions were covered widely through print, electronic and social media platforms. ■

Successful trainees of the first batch under Rail Kaushal Vikas Yojana get self-employment toolkits and certificates

Indian Railways' Production Unit, Banaras Locomotive Works organized a function for distribution of self-employment toolkits and certificates for successful trainees under Rail Kaushal Vikas Yojana (RKVY) on 13 October, 2021. This marks the culmination of the 100-hour training program organized by BLW for training of the first batch, in Technical Trades viz. Electrician, Fitter, Machinist, and Welder, under Rail Kaushal Vikas Yojana (RKVY). In total 54 trainees received toolkits and certificates. Trainees have expressed lot of satisfaction on completion of training. They have found training to be useful for them complementing their existing knowledge and enhancing their self-confidence.

RKVY program was launched on 17 September, 2021 by Shri Ashwini Vaishnaw, Hon'ble Minister of Railways, Communications, Electronics & Information Technology. RKVY program empowers local youth by way of providing entry level training in Industry relevant skills through Railway Training Institutes. This program seeks to take forward the vision of the PM to give confidence to the youth of this country, as a part of 75 years of Azadi Ka Mahotsav. The RKVY program is under aegis of Pradhan Mantri Kaushal Vikasa Yojana (PMKVY) – a scheme of the Ministry of Skill Development & Entrepreneurship (MSDE) to achieve vision of Aatma Nirbhar Bharat. Total 50,000 Youths will be trained over period of three years in 75 Railway Training Institutes spread all across India. Banaras Locomotive Works has been entrusted to work as nodal agency for



implementation of RKVY program. Course content and Assessment procedure for Training has also been developed by Banaras Locomotive Works.

Trainees for the RKVY program are selected through open advertisement and transparent short-listing mechanism. Trainees have undergone 100 hours of practical and theoretical training. Subsequent to training, all trainees have undergone a standardized assessment and successful trainees are awarded certificate.

Banaras Locomotive Works has taken a unique initiative to provide toolkits relevant to Trainees' trade to all successful trainees. This toolkit will help trainees to enhance their skills and self-confidence. This toolkit will also help trainees to utilize their learnings, capacity for self-employment as well as employability in various industries. These Toolkits have been dated by Industry partner under Corporate Social Responsibility (CSR). ■

Freight figures continue to maintain the high momentum in terms of earnings and loading during September 2021 for Indian Railways

Freight figures continue to maintain the high momentum in terms of earnings and loading during September, 2021 for Indian Railways. On mission mode, Indian Railways' Freight loading for September 2021 crossed last year's loading and earnings for the same period.

During September, 2021, Indian Railways loading was 106 million tonnes which is 3.62 % higher compared to last year's loading for the same period (102.30 million tonnes). In this period, Indian Railways earned ₹10815.73 crores from

- In September 2021, Indian Railways loading was 106 million tonnes which is 3.62% higher compared to last year's loading (102.30 million tonnes) for the same period
- During this period, Indian Railways earned ₹10815.73 crores from freight loading which is 9.19% higher compared to last year's earnings (₹9905.69 crores)

freight loading which is 9.19% higher compared to last year's earnings for the same period (₹9905.69 crores).

During September, 2021, Indian Railways loading was 106 million tonnes which includes 47.74 million tonnes of coal, 11.24 million tonnes of iron ore, 6.46 million tonnes of foodgrains, 4.19 million tonnes of fertilizers, 3.60 million tonnes of mineral oil and 6.15 million tonnes of cement (excluding clinker). It is worth mentioning that a number of concessions/ discounts are also being given in Indian Railways to make Railways Freight movement very attractive. It may be noted that improvements in freight movements will be institutionalized and incorporated in the upcoming zero based time table. COVID 19 has been used by Indian Railways as an opportunity to improve all-round efficiencies and performances. ■

To Offer Economical and Luxurious AC Travel Experience, Indian Railways' new 3AC Economy Coach begins its Services in Train No. 02403 Prayagraj-Jaipur Express

Indian Railways has always been committed to the convenient travel of its passengers by developing coaches with improved passenger friendly features. The new entrant to this developmental journey of Indian Railways is AC Three Tier Economy Class Coach.

The new coach has started to offer its service from 6 September, 2021. First time, the coach has been attached to Train No. 02403 Prayagraj- Jaipur Express. The new AC Economy coach has 83 berths as compared to 72 berths in 3AC Coach. Also, the fare structure for this coach is 8% lesser than 3AC Coach.

Soon, two more trains, Train No. 02429/02430 New Delhi-Lucknow AC special and Train No. 02229/02230 Lucknow Mail will be augmented with this new 3AC Economy coach. Initially, 50 new Economy coaches manufactured by Rail Coach Factory, Kaputhala, are ready to offer services in Mail/Express trains over different zones.

Provision of entry into the coach and disabled friendly toilet in a wheel chair has been made, which is a new initiative. Several design improvements have also been made for improving passenger comfort. Redesign of the AC ducting has been made by providing individual vents for all berths. Improved and modular design of seats and berths have been made to improve comfort, reduce weight of the coach and improve maintenance friendliness.

- ➟ New 3AC Economy coach has 83 berths as compared to 72 berths in 3AC Coach
- ➟ The fare structure for this coach is 8% lesser than 3AC Coach
- ➟ Initially, 50 new 3AC Economy coaches are ready to offer services over different zones

Improved passenger conveniences has been ensured in form of foldable snack tables in both longitudinal and transverse bays, injury free spaces and holders for water bottles, mobile phone. Individual reading lights and USB charging points are provided for each berth. A new ergonomically improved design of ladder for accessing the middle and upper berths has been provided too. There is an increased headroom in the middle and upper berths.

The toilet area has improved design of the Indian and the Western style lavatories. Public address and passenger information systems have also been installed as a part of passenger facilities in these coaches.

Ambience and ease of access into coach has been improved by aesthetically pleasing and ergonomic entrance. The interior of the coach has luminescent aisle markers, illuminated berth indicators integral with night lights with luminescent berth numbers.

There is also improved fire safety by ensuring compliance to world benchmark of EN45545-2 HL3 for materials, thus meeting the high requirements of the new fire protection standard.

Salient Design Features of AC 3-Tier Economy Class Coach

- Berth capacity increased from 72 to 83.
- Improved and modular design of seats and berth.
- Foldable snack tables in both longitudinal and transverse bays.
- Individual AC vents for each berth.

- Wider toilet door and entrance door for Divyangjan in each coach.
- Individual reading lamp and USB charging points for each berth.
- Increased headroom for both middle and upper berths.
- Public address and passenger information systems.
- Improving fire safety by using material in compliance with EN45545-2HL3, the global benchmark for fire safety.
- CCTV Camera.
- Improved design of ladder for accessing the upper and middle berths. ■

UTS on Mobile Application is available in Hindi Language now

As a Digital India initiative by Government of India and with a view to promote three C's – Cashless transactions (Digital payment), Contact less ticketing (no need to physically visit the point of sale) and Customer convenience and experience, UTS on Mobile app is now available in Hindi language apart from English. User can opt any one language of his/her choice. Using UTS On Mobile app, Users can choose between paperless or paper ticket mode and can book any type of tickets given below:

• Journey Ticket Booking, • Season Ticket Booking/Renewal, • Platform Ticket Booking

Benefits of Mobile Ticketing for customers

1. No waiting in ticket queue.
2. Paperless and environmental friendly.
3. Once a ticket is booked the ticket can be shown to TTE even in offline mode without any internet connection.
4. **Booking on the run** – Passenger who is in hurry or makes a last minute decision to travel can just reach the station, Scan the QR code displayed at various places at the station. Scan it and book the ticket. This facility is presently available at 1600 stations.
5. **Fully Cashless** – The customer can use all types of digital payment options i.e. Rail - Wallet, Debit Card, Credit Card, Net Banking, UPI and E Wallets.
6. **Cheaper** – The customer who uses Rail-Wallet Facility are given 5% bonus on recharge. For example if a passenger recharges his Wallet for ₹1000, he gets the recharge value of ₹1050.

The Mobile Ticket application is fully developed in-house by Indian Railways (CRIS) and is available across platforms – Android and iOS and can be downloaded free of cost from the respective stores. The application has been widely appreciated for its usability and customer experience and has got four star rating at Google Play Store. No of Registered users of UTS Mobile application are 1.47 crore.

Backgrounder

Conventionally, Unreserved tickets were sold



at the booking counters of Railway Stations. With a view to reduce waiting time of passengers at booking counters, Railway ticketing agents and automated ticket vending machines were introduced as additional points of sale at bigger stations. However physical presence of customer was required at all these three points of sale.

UTS mobile ticketing was launched on 27 December 2014 after that the system was rigorously tested on the parameters of safety, security and customer experience and later on proliferated over entire Mumbai Suburban. Gradually Mobile Ticketing was extended to the metro cities of Chennai, Delhi, Kolkata and Secunderabad between years 2015-17. From 1st November, 2018 onwards UTS Mobile Ticketing is available for inter zonal travel also i.e. between any pair of stations over entire Indian Railway on the pattern of normal ticketing. ■

Boost to Rail Electrification over High Density Network in North East Region

Indian Railways has embarked upon an ambitious plan of electrification of its complete Broad Gauge network by 2023-24 which would not only result in a better fuel energy usage resulting in increased throughput and reduced fuel expenditure but also savings in precious foreign exchange.

In this series, Northeast Frontier Railway (NFR) has successfully completed the Electrification work of total 649 Route Kilometer (RKM)/ 1294 Tonne Kilometer (TKM) of High-Density Network (HDN) from Katihar to Guwahati. This great feat will now connect all major cities of the country with Guwahati on seamless Electric Traction. This is yet another effort by NFR for capital connectivity by Green Transportation. The final leg of HDN on NF Railway of 107 RKM/273 TKM was successfully inspected by Commission of Railway Safety (CRS) NF circle from 7 to 9th October, 2021. In addition to this, passenger trains with higher speed & heavier goods trains can be run.

Apart from saving foreign exchange reserves spent on HSD Oil and providing greener transportation in north east, railway electrification up to Guwahati shall lead to likely saving of foreign exchange spent on HSD Oil of about ₹300 Cr per annum. HSD Oil consumption will reduce by about 3400 KL per month. Due to seamless train operation, traction change at New Jalpaiguri, New Coochbehar will now be done away with, enhancing mobility of the trains. Running time between Guwahati to Katihar / Malda Town is likely to reduce by up to 2 hours as trains can now move at higher speed due to better acceleration/ deceleration. Line capacity enhancement of up to 10-15% shall lead to reducing level of saturation on many of the sections on the NF Railway allowing more coaching trains to run.

With Electrification heavier goods trains can be run at higher speed. NF Railway has difficult terrain with a large number of graded sections, curves and bridges. Electric traction shall eliminate need for multi diesel locos as higher HP electric engines can maintain higher speed in gradient section. Additional Rajdhani express trains can now be introduced for NE states like Manipur, Mizoram, Meghalaya, Nagaland and Sikkim.

Electrification of this section shall improve operational efficiency and shall lead to large saving on fuel for power cars (About ₹10 Cr on the electrified route itself). 15 pairs of existing trains originating/terminating at KYQ/GHY can run with an additional passenger coach by eliminating one power car, thus improving passenger throughput. Electrification will lead to better maintenance as faster trains shall lead to more time for maintenance blocks. ■

Railways successfully operated two long haul freight trains 'Trishul' and 'Garuda' for the first time over South Central Railway

Indian Railways has successfully operated two long haul freight trains 'Trishul' and 'Garuda' for the first time over South Central Railway (SCR). Long haul trains, which are twice or multiple times longer than the normal composition of freight trains, provide a very effective solution to the problem of capacity constraints in critical sections.

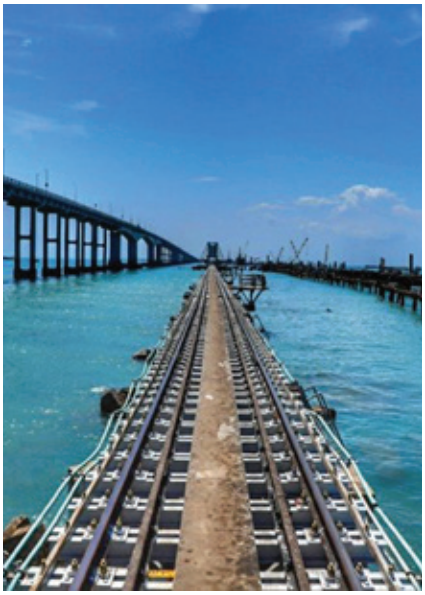
Trishul is SCR's first long haul comprising of three freight trains, i.e., 177 wagons. This train was started on 07.10.2021 from Kondapalli station of Vijayawada division to Khurda division of East Coast Railway. SCR followed it up with running of yet another similar Train named Garuda on 08.10.2021 from Raichur of Guntakal division to Manuguru of Secunderabad division. In both the cases the long haul trains comprised of empty open wagons for loading of coal meant for predominantly thermal power stations.

SCR is one of the five major freight loading railways on IR. Bulk of SCR's freight traffic moves in certain arterial routes such as Visakhapatnam-Vijayawada-Gudur-Renigunta, Ballarshah-Kazipet-Vijayawada, Kazipet-Secunderabad-Wadi, Vijayawada- Guntur-Guntakal sections. As bulk of its freight traffic has to pass through these major routes, it is essential for SCR to maximize throughput available across these critical sections.

Saving of path across congested routes, quicker transit time, maximizing throughput of critical sections, saving in crews are the major operational benefits of running long haul trains, which help IR serve its freight customers better. ■



Nilgiri Mountain Railway is known for its steep gradients, unique rack and pinion and vintage loco hauled trains



New Pamban Bridge, the country's first Vertical lift Railway sea bridge!



Madurai Jn against the background of the last rays of a setting Sun.



During this festival season of Durga Puja,various stations in Eastern Railway were illuminated.





'Pansumai 3.0' the GoGreen loco is the first single key dual mode & crew-friendly shunting loco developed by Electric Loco Shed/Arakkonam (SR)

RPF/ER Saved the Life of a Lady Passenger

Officers and staff of RPF/ER/Asansol while performing checking of 02983 Bilaspur Patna Express Special at Asansol on 21.08.2021, the train started and the officers and staff noticed that one lady is running to board the train and when she was trying to board, she was suddenly fell down. At that time Sri S. K. Sing, Assistant Sub Inspector and Sri B. B. Mahato, Head Constable take a quick response and pulled her near by the train and saved her life.

It all happened due to alertness and sincerity of both RPF personnel and they have done a marvellous job showcasing examplary courage and devotion to duty. ■



Resolved Cases of Rail Madad



Shri Rakesh Kumar Pathak was working as Train Superintendent in train no. 02957 Swarana Jayanti Rajdhani Express Ex. ADI-NDLS on 01.08.2021. At around 21:11 a tweet was received from handle Amrendra regarding urgent support needed as a senior citizen fell down near toilet. The same was registered in RailMadad at 21:18. Around 21:55 hrs Shri Rakesh Kumar Pathak received a call from the Commercial Control-Ajmer to attend a senior citizen, who had a medical emergency. The passenger was travelling in coach A-3/1.When he attended the passenger, he came to know that she had fallen into the toilet and needed a doctor. Then Mr. Pathak made the announcement in the train about the incident through the public address system provided in the train, so a doctors travelling in the train could attend the patient. Around 8-10 Doctors came forward and attended the patient and said there was no need to worry. She was a patient with BP and diabetes. As prescribed by the Doctor, she was given medicines after providing her some meal. The whole incident was informed to the passenger's relatives and they were convinced them not to worry. The same was also reported to the Commercial Control-Ajmer. Thus Shri Rakesh Kumar Pathak, by his alertness and devotion towards the duty, exhibited an exemplary service and helped the needy passenger and thus enhanced image of Indian Railways. ■





Central Railway sets up "Restaurant on Wheels" – the first of its kind in Mumbai at CSMT



Central Railway has set up 'Restaurant on Wheels' in Mumbai at Chhatrapati Shivaji Maharaj Terminus under Innovative Ideas of catering policy. The restaurant has been made using a discarded rail coach which will become a landmark eating house in this area. The restaurant coach mounted on rails is located at the Heritage Gully, opposite platform no 18, CSMT. The Heritage gully has rail artifacts including narrow gauge locomotives, parts of old printing press etc. The place offers ample space besides easy connectivity to the suburbs via the Freeway.

The restaurant will be a fine-dining place offering a unique experience to diners and will accommodate 40 patrons inside the coach with 10 tables. The interior of the restaurant has been decorated in such a way that passengers, as well as the public can enjoy the experience of dining in a rail-themed setting.

The license period is for one year and it is extendable based on the performance. The licensee will also be responsible to maintain the approach corridor/ surrounding at their own cost. Compliance of Food Adulteration Act and other statutory laws are to be adhered by the Licensee. Keeping in mind the safety aspect, portable fire extinguishers have been installed with staff having knowledge of operation of the equipment.



Rates and menu of the Restaurant will be decided by Licensee as per market rates approved by Railways. North, South, continental and other cuisine will be available and the restaurant will be open for passengers and general public as well. The restaurant will operate following all existing Covid-19 guidelines by Government for Restaurant.

Shri Anil Kumar Lahoti, General Manager Central Railway inspected the 'Restaurant on Wheels' at Chhatrpati Shivaji Maharaj Terminus Mumbai today. Shri B.K Dadabhoy, AGM, Shri Manoj Sharma, CAO(C), Shri Gopal Chandra, PCEE, Shri Mukul Jain, PCOM, Shri Mani Jit Singh, PCCM, Shri S.K. Pankaj, SDGM, Shri Alok Singh, PCSO, A.K. Shrivastava, PCSTE, Shri R.L. Rana, PCMM, Shri Shalabh Goel, DRM-BB and other senior officials were present on the occasion.

Railway plans to explore the possibility of opening similar restaurants at Lokmanya Tilak Terminus, Kalyan, Neral, Lonavala and Igatpuri on Mumbai division. Tenders have been awarded at five other locations i.e. Nagpur, Akurdi, Baramati, Chinchwad & Miraj stations on CR. ■

11 CR staff felicitated with General Manager's Safety Award



Shri Anil Kumar Lahoti, General Manager, Central Railway gave away 'General Manager's Safety Award' to 11 Central Railway staff (three from Mumbai Division and two each from Nagpur, Pune, Solapur and Bhusaval Divisions) in appreciation of their alertness during duty, their contribution in averting untoward incidents and ensuring safety in train operations at Chhatrapati Shivaji Maharaj Terminus Mumbai on 13 September, 2021.

The award consists of a commendation certificate, a citation of exemplary safety work and a cash award of ₹2000. Safety category staff of Central Railway were selected for their alertness and prompt action to prevent possible train accidents while on duty during the month of August 2021.

Shri Namdeo Rende, Loco Pilot and Shri Rajesh Banodia, Co-Loco Pilot of 01222 Up Rajdhani Special in Byculla-CSMT section, Shri S.K. Pradhan, Loco Pilot of 02193 at Kalyan of Mumbai Division, Shri Prashant Bhagat, Loco Pilot, Nagpur Division and Shri V. Ayyappan, Loco Pilot, Daund, Solapur Division for timely stopping their trains and avoid possible untoward incident. Shri Amit Pardeshi, Junior Engineer (carriage and wagon) for noticing lower spring of a coach in tilting condition in Balharshah yard, Nagpur Division, Shri Kaptan Singh Banaskar, Keyman, Kirloskarwadi, Pune Division, detecting weld fracture during night patrol, Shri Subhash Kumar, Track Maintainer, Rahimatpur, Pune Division, noticed joint fracture in bridge approach, Shri Sudhir Kumar, Khalasi, Daund, Solapur Division noticed broken part of a wagon, Shri Parshuram Yadav, Pointsman, Bhusaval Division noticed fire in battery box of AC-3 Tier coach of 04152 Dn Special at Kherwadi station, Shri Bablu Shaikh Mohiuddin, Keyman, Bhusaval Yard noticing breakage in tongue rail at Bhusaval yard were awarded.

Shri Anil Kumar Lahoti, while addressing said that the round the clock alertness amongst the railway staff for safer working will motivate them and sincerely work towards the safety of passengers.

Shri B.K. Dadabhoy, Additional General Manager and Shri Alok Singh, Principal Chief Safety Officer and other Principal Heads of Departments of Central Railway were present on the occasion and Divisional Railway Managers of all the Divisions joined the event virutally. All covid-19 protocols were followed during the meeting. ■

CORRIGENDUM

On the "Contents" page and on page number 224 of the Annual Issue of the magazine (Sept-Oct 2021 issue), the designation of Shri Pradeep Gaur has been inadvertently mentioned as "General Manager/ RVNL." Shri Gaur is actually " Chief Managing Director (CMD)" of RVNL. The oversight is sincerely regretted.

Nine Central Railway staff felicitated with General Manager's Safety Award



Shri Anil Kumar Lahoti, General Manager, Central Railway gave away 'General Manager's Safety Award' to 9 Central Railway staff (three from Bhusaval Division, three from Nagpur Division and one each from Mumbai, Pune and Solapur Division) in appreciation of their alertness during duty, their contribution in averting untoward incidents and ensuring safety in train operations in a function held at Chhatrapati Shivaji Maharaj Terminus Mumbai on 4 October, 2021. The award consists of a Medal, commendation certificate, a citation of exemplary safety work and a cash award of ₹2000.

Safety category staff of Central Railway selected for their alertness and prompt action to prevent possible train accidents while on duty during the month of September 2021.

Shri Tanaji R Patil, Guard (Goods), Pune alerted the driver about sparking in 16th wagon found to be break binding and could avoid possible accident.

Shri Kumar Durgesh, Loco Pilot (Goods), Solapur while working on goods train noticed a jerk and informed the concerned, it was found a broken flash but weld.

Shri Mohnish Rangari, Keyman, Ajni Nagpur noticed a hot axel in one of the wagons while exchanging the signal and immediately stopped the train by showing red signal.

Shri V A Karpate, Deputy Station Manager, Khapri noticed a hot axel in 8th wagon while exchanging the signal and immediately stopped the train and wagon was removed.

Shri Prashant Kumbhare, Deputy Station Manager, Bhusaval while working in cabin noticed unusual sound in goods train and informed the concerned. On examination it was found rail fracture.

Shri Yogesh Sarwan, Track Maintainer IV, Devlali, Bhusaval and Shri Manjur Alam, Track Maintainer IV, Devlali, Bhusaval during night patrolling noticed that one truck breaking the wall of ROB was hanging on railway track and immediately informed the same to all concerned and also stopped incoming train to avoid untoward incident.

Shri Sanjay Shankar Chavan, Loco pilot, Kurla Mumbai while working on 02978 Dn noticed rail fracture in Kasu-Nagothane section and stopped the train by applying emergency brakes and avoid possible untoward incident.

Shri Amit Pardeshi, Junior Engineer (carriage and wagon) for noticing lower spring of a coach in tilting condition in Balharshah yard, Nagpur Division.

Shri Anil Kumar Lahoti, while addressing on the occasion said that the 24 x 7 alertness amongst the railway staff for safer working will motivate others and sincerely work towards the safety of passengers.

Shri B.K. Dadabhoy, Additional General Manager and Shri Alok Singh, Principal Chief Safety Officer, Shri Mukul Jain, Principal Chief Operations Manager, Shri A.K. Gupta, Principal Chief Mechanical Engineer, Shri Ashwani Saxena, Principal Chief Engineering, Shri Gopal Chandra, Principal Chief Electrical Engineer and other Principal Heads of Departments of Central Railway were present on the occasion and Divisional Railway Managers of all the Divisions joined the event virutally. All covid-19 protocols were followed during the meeting. ■

North Eastern Railway : Inauguration of 'Oxygen Generation Plant and Piped Oxygen Supply System' by General Manager

Shri Vinay Kumar Tripathi, General Manager, North Eastern Railway, inaugurated 'Oxygen Generation Plant and Piped Oxygen Supply System' on September 4, 2021 at Divisional Railway Hospital, Badshahnagar, Lucknow. Dr. Monica Agnihotri, Divisional Railway Manager, North Eastern Railway, Lucknow, Shri Shirish Somvanshi, Additional Divisional Railway Manager (Operation), Shri Sanjay Yadav, Additional Divisional Railway Manager (Infra), Shri Raghvendra Kumar, Additional Divisional Railway Manager (Administration), Dr. Sanjay Srivastava, Chief Medical Superintendent and branch officers were present at the function.

Speaking at the function, Shri Vinay Kumar Tripathi said that this newly set-up Oxygen Plant has the capacity of 500 litres per minute. He said that it would ensure seamless supply of oxygen through gas pipe line to all the 82 beds of the hospital. This oxygen plant has been made operational within a record time of less than two months. Shri Tripathi said that this new oxygen plant would prove to be a boon for the medical treatment of railway employees and their family



members. He appreciated the commendable service rendered by doctors and staff during the challenging period of Covid and called upon them to continue to provide improved medical services to the patients.

Later, the General Manager Shri Vinay Kumar Tripathi meticulously inspected 'Renovated Emergency Ward and High Dependency Unit'. Male Surgical Ward, Registration Room and O.P.D. Block. Smt Meena Tripathi, President North Eastern Railway Women's Welfare Organisation (NERWWO) distributed fruits to the indoor patients and wished them speedy recovery. ■

'Fit India Freedom Run 2.0' Organised



'Fit India Freedom Run 2.0' was organised at Syed Modi Railway Stadium, Gorakhpur under the aegis of North Eastern Railway Sports Association (NERSA) on 26 September, 2021. As chief guest, Shri Vinay Kumar Tripathi, General Manager, North Eastern Railway and Patron NERSA flagged off 'Fit India Freedom Run 2.0'. Shri Vinay Kumar Tripathi, General Manager alongwith Smt Meena Tripathi, President, North Eastern Railway Women's Welfare Organisation (NERWWO), Principal Heads of the departments, senior railway officers, members of NERWWO, sportsmen and railway employees participated in 'Fit India Freedom Run 2.0'.

Prominent amongst those participated in 'Fit India Freedom Run 2.0' at Syed Modi Railway Stadium, Gorakhpur included Principal Chief Engineer Shri Satish Kumar Pandey, Chief Administrative Officer/Construction Shri R.K.Yadav, Principal Chief Operations Manager Shri Anil Kumar Singh, Senior Deputy General Manager Shri D.K. Singh, Chief Workshop Engineer Shri B.S.Dohare, President NERSA and Chief Workshop Manager Shri Yogesh Mohan, Shri Dharmesh Khare Secy. to GM, General Secretary and Chief Public Relations Officer Shri Pankaj Kumar Singh, Deputy Manager/General Shri K.C.Singh, Officials of NERSA, railway employees and sportsmen.

'Fit India Freedom Run 2.0' was organised to create awareness regarding physical fitness as a part of 'Azadi Ka Amrit Mahotsav' being celebrated by the entire nation. General Secretary NERSA and Chief Public Relations Officer, Shri Pankaj Kumar Singh conducted the function. ■

West Central Railway : World class Redevelopment of Railway Stations; Airport - like look of Jabalpur Railway Station; Beautification of station using new type of construction material

Ministry of Railways has planned to provide better facilities at stations under Station Redevelopment Scheme in which Indian Railways will provide airport level modern facilities and improve the aesthetic and functional appeal of the stations duly incorporating the modern passenger amenities for all travellers. In the same series, Jabalpur Railway Station of West Central Railway has been given a new look using high quality construction material as well as having been constructed with airport level facilities.



The new construction materials used in the redevelopment of Jabalpur railway station are as follows:-

- **Jabalpur Railway Station Platform No. 6 side building**

Metal Facade Powder Coated :- This is being installed on the exterior of Annexe Building (Main Station Gate) towards Platform No. 6. This metal facade is made of powder coated perforated aluminum sheet. The metal facade is non-weight bearing which protects the building from the effects of weather. For the first time in WCR, this type of high-tech metal coated panel has been used, which attracts from the point of view of beautification. The white color adds more beauty to the look of the building and contrasts the front circulating area. At the same time, due to being powder coated, its life is also increased. Work is being done in a total of 1600 sq. facade area.

Glass Fibre Reinforced Concrete Panels :- GFRC Panels are being used on the outer face of the building of the second gate of Platform No. 6. It is a highly powerful, durable and aesthetically pleasing material. Its color has been given the form of white and artistic lattice for beauty and uniform appearance.



Tensile Fibre Fire Retardant Fabric :- Tensile fibre fire retardant fabric material is being used for pedestrians outside Platform No. 6. This tensile fibre material is very light weighted and convenient to maintain. This fibre can be recycled and reused. Contrast with red colour has been used for beautification. At the same time it is convenient for drop and go and pick up for the passengers and will be advantageous to passengers in monsoon season.

- **Platform Number 1 Side Building at Jabalpur Railway Station**

Sky Ceiling :- This is a translucent stretch fabric false ceiling provided in the concourse area of Platform No.1. LED lights have been installed on it, whose beauty looks like the real sky. This is the first such experiment in Madhya Pradesh, which provides grandeur to the travellers.

The work of redevelopment of railway stations of West Central Railway is being completed at a fast speed in order to provide comfort and enriched passenger experience. ■





West Central Railway rolls out First High Speed NMGH Automobile Carrier Coach in Indian Railways

For safer and faster transportation of automobile transport by Indian Railways, Railway Board and RDSO have decided to develop new modified design coaches of Goods train with a speed capacity of 110 kmph, in which RDSO has replaced the old ICF with New Modified Goods (NMG) coaches, the newly modified design has been developed as New Modified Goods High Speed (NMGH). Indian Railways has developed new Modified Goods Coach (NMGH) to run at a speed of 110 kmph by converting ICF coaches for safe and economical transportation of goods traffic. Initially, Railway Board has decided to convert 100 coaches in Coach Rehabilitation Workshop (CRWS) at BPL of WCR.

The 1st 25 coach High speed New Modified Goods (NMGH) rake of Indian Railways has been prepared by CRWS Bhopal of West Central Railway for commencement of transportation on 31st August, 2021. This is NMGH's first ever rake in Indian Railways as per newly designed Automobile Carrier Coach (NMGH) of RDSO.



Improving the design of the old NMG rake, the following upgradations have been done in the new NMGH rake

- The speed of the new NMGH coach has been changed from 75 KMPH to 110 KMPH. This has increased the speed capacity of the train by about 46.6% and this coach is capable of faster transportation.
- Similarly, the carrying capacity in NMGH has been increased from 9.2 tonne to 12 tonne to achieve 30.4% higher load capacity per coach.
- The new design enables the transport of large vehicles like SUVs, tractors, Tata 407 automobiles etc., enabling maximum utilization of available width and height inside the coach.
- The new design features a barrel type locking arrangement on the doors which provides more security than the old design of the Eldrop bolt locking arrangement.
- 08 windows have been installed on both sides of the coach to increase the ventilation and illumination in the interior of the coaches.
- Similarly, provision of retro-reflective tape in yellow color and multi color pavement blocks along the interior of the coaches and a natural pipe arrangement in the middle of the roof of the coach to guide the staff for safe loading/ unloading.
- New color scheme provided for easy identification and improved aesthetic appearance of High Speed New Modified Goods Coaches (NMGH).

It is a matter of great pride for West Central Railway that this new rake has been designed with high speed upgradation and the launch of New Modified Goods High Speed (NMGH) automobile carrier will play a vital role in quick and safe transportation of automobiles. ■

Fastest Speed of Goods Trains on Indian Railways in West Central Railway–Achieved an Average Freight Speed of > 60 kmph; Highest on IR

WCR achieved the speed of goods trains more than 60 kmph in the month of August 2021 by completing the works of infrastructure and operational improvement in a planned manner.

In the last few years, the development work of railway tracks and infrastructure has been done by West Central Railway at a very fast pace, due to which the average speed of goods trains has become highest in West Central Railway of the whole of Indian Railways. On West Central Railway, goods trains are running towards their destination at high speed, due to which goods are being transported faster and traders are receiving their goods in less time. For the last five months, the average speed of goods trains on WCR has been maintained at 59.27 kmph. In the month of August 2021, the average speed of goods trains on West Central Railway was 60.16 kmph, whereas in August 2020 last year, the average speed of goods trains was 52.80 kmph which means 14% more than last year. In the last five months, West Central Railway has consistently maintained the highest average speed of goods trains in Indian Railways.

Development of infrastructure has led to an

increase in the Average Speed of Goods trains on West Central Railway. Some important works in 2020-21, 2021-22 are :-

- 100% work of electrification in WCR has been completed.
- Maximum speed of goods trains has been increased to 75 kmph on the main sections of Bina-Katni, Itarsi-Bina, Bina-Kota, Bhopal-Bina and Nagda-Mathura sections of the three divisions.
- Permanent Speed Restriction (PSR) of 50 KMPH in Kota Yard and 70 KMPH in Gangapur City has been removed.
- Doubling work on Baran-Salpura, Sogaria-Bhonra, Orr-Ashoknagar-Guna-Pilighat, Satna-Kaima, New Katni Junction-Katangi Khurd, Bhonra-Bijora sections and Tripling of Habibganj-Barkheda, Itarsi- Budni, Sagar-Nariaoli, Lidhorakhurd-Makronia, Hardua-Rithi and Khurai-Malkhedi railway sections.
- 09 IBS in 2020-21 and 02 Intermediate Block Signals (IBH) have been installed in the block sections of Bagratwa-Guramkhedi and Katangi Khurd-Salhna.





Also, Operational improvement works have also been done to increase the average speed of goods trains by West Central Railway

- Crew replacement space rationalized.
- Operation of longer freight trains (Long Haul) and crack trains.
- Maximum utilization of traffic blocks.
- Analysis of terminal delays and quick loading/ unloading at terminals.
- Measures have been taken to reduce detention at the interchange point etc. ■

Commissioning of Oxygen Plant in Central Hospitals of West Central Railway, Jabalpur, Bhopal and Kota

West Central Railway has been self-reliant in providing new technology facilities for prevention of COVID-19 infection. In view of the possibility of third wave of corona by WCR, oxygen plants were set up in Central Hospitals at Jabalpur, Bhopal and Kota. On 15th August, 2021, these oxygen plants were inaugurated by Shri Shailendra Kumar Singh, General Manager of WCR and Smt. Archana Singh, President of WCR Women's Welfare Organization in Central Hospital, Jabalpur and in Bhopal and Kota through video conferencing.



The 1st Oxygen plant in the Mahakaushal area was established in the Central Hospital of West Central Railway, Jabalpur

Oxygen plants have been set up at Central Hospital of West Central Railway with a capacity of 600 liters per minute in Jabalpur, 500 liters per minute in Bhopal and 500 liters per minute in Kota. The oxygen plant established at Central Hospital Jabalpur is the first oxygen plant in the entire Mahakaushal region. West Central Railway has achieved a great feat for Madhya Pradesh by setting up oxygen plant. These oxygen plants will prove to be useful in supplying liquid medical oxygen to the patients in emergency especially those with COVID-19 infection and in saving their lives.

All these oxygen plants are based on PSA (Pressure Swing Adsorption) technique in which there are 3 main units, refrigerator air drawing unit, twin tower and oxygen storage tank. Oxygen will be used through pipeline to treat patients. It is noteworthy that this oxygen plant has been installed by West Central Railway in the shortest possible time. In view of the possibility of third wave of corona, West Central Railway has become self-sufficient by ensuring the availability of oxygen for the patients from these oxygen plants made ready in a short period in all the three hospitals of West Central Railway. With this WCR has taken a step towards 'Aatmanirbhar Indian Railways'. With the establishment of the above plants in all the three divisions, if the need arises in future, oxygen will be available in abundance in the railway hospitals. ■

Golden History of Heritage of West Central Railway : Tawa Railway Bridge and Bagaratwa Tunnel completes 150 years in Indian Railways

Prior to independence, the East India Railway (EIR) and the Great Indian Peninsula Railway (GIPR) played an important role in running trains and building rail lines in India. Jabalpur was connected by these two companies 150 years ago in 1870 for the first time by rail connectivity between Mumbai and Calcutta.



It is worth mentioning that the rail line between Jabalpur and Itarasi falls on the river Tawa, the largest tributary of the Narmada River. The oldest Tawa Bridge and Bagaratwa Tunnel work on this line was completed in 19 months by Robert Maitland Brereton, Civil engineer of East Indian Railway and Great Indian Peninsula Railway on 08 March 1870. This historic old bridge has completed 150 years.





This challenging task was accomplished by crossing the soil of Narmada valley and the sandy bed of Tawa river. The most important work in this was a curve of about 300 meters on the left side of the tunnel. The Tawa Bridge and the Bagratwa Tunnel are still on the eight kilometer stretch of track between Sontalai and Bagratwa stations. It is one of the important bridges of WCR and is regarded as an important heritage which was also re-girdered in the year 1927. This bridge is located on Tawa river at a distance of 07 km from Tawa Dam. This bridge has 02 span of 132 ft and web girder below 04 span of 202 ft. Along with this 05 piers and 02 abutments which are made of ashlar fine masonry of that time. The height of the bridge is 22 meters. The work of doubling of this section was commissioned by Indian Railways in February 2020. At present an additional new Tawa Bridge has been constructed by West Central Railway over Tawa River. The capacity of the railway section has been increased by constructing UP and DN rail lines on the Tawa river. Special attention is paid by West Central Railway in the maintenance of this old bridge. The ancient construction style is today's heritage and makes us proud. ■

First Cargo Export Express flagged off from West Central Railway

West Central Railway is setting new records in freight transportation by providing maximum facilities to the freight customers. Under the able guidance of Shri Shailendra Kumar Singh, General Manager, and the leadership of Divisional Railway Managers of all the three divisions, WCR has achieved success by attracting road traffic towards itself. In the same endeavour, WCR has also progressively increased the freight traffic from its parcel office. This has been achieved by explaining various parcel plans to the customers along with intensive marketing efforts of the operating and

commercial executives of the divisions. As a result of continuous efforts of all the three divisions of West Central Railway, traders involved in parcel loading are taking interest in transporting their goods by railway traffic instead of road transport.

In this episode, Cargo Export Express was transported for the first time from WCR. This rake loaded 550 tonnes of cotton yarn, fabric and FMCG products from Mandideep (Bhopal Industrial Hub) to Benapole (Bangladesh) with a full rake of 23 VPUs in one export rake. This single rake of M/s MGX resulted in an increase in the total revenue income of the Railways to the tune of more than ₹ 29 lakhs. M/s MGX further assured to load 4 to 5 rakes on monthly basis and increase the business.

In order to increase the freight and parcel traffic in this zone, all the traders are being regularly motivated to take advantage of the attractive schemes of the Railways and to transport more and more goods/parcels from the Railways. ■



Construction of International standard - Synthetic Volleyball and Basketball Court at Railway Stadium Jabalpur of West Central Railway

Indian Railways is promoting sports by using new technologies and expanding facilities to promote sports. In this series, a synthetic volleyball and basketball court has been constructed by the West Central Railway Sports Association at the Railway Stadium, Jabalpur. Both these courts constructed are of international standard. They are the 1st synthetic volleyball and basketball courts of this standard in the entire Mahakaushal area. With the creation of synthetic volleyball and basketball courts in WCR, players will not only be able to get special training, but their preparation also with become of international level, and our players will of be able to win competitions by challenging foreign players. It has the following benefits:-

- Players will get benefitted a lot from these courts because at present all major sports competitions are conducted on synthetic courts only.
- Apart from this, the two courts is made from high technology, due to which the risk of injury to the players is minimal and players can play in such courts for a long time.
- The material used in laying down these courts is of international standard, due to which the courts are of very good quality.
- Acrylic cushions are used in synthetic court floors, which is very convenient for the players.

Extensive preparations are made for the construction of this court in which the main court is constructed by making a total of six layers. Its lowest layer is of compacted subgrade. A two layer compacted WBM is constructed on top of it. Then there are two layers of compacted asphalt surface, and lastly made of liquid applied acrylic surface system, which gives players a bounce to play and does not hurt their knees and heels. Marking of courts is done with pigments of different colors on





Liquid Applied Acrylic surface. Both these courts are made in full size of international standard on which, training will prove to be very helpful to the players to well. High level standards are being followed by WCR in maintenance of both these Synthetic Courts. Some special methods are being used in this.

- Non marking shoes are always being used to play on this court.
- Standard blower is used to clean the dust on the courts.
- These synthetic courts have infused zeal and enthusiasm among the players. Players are practicing hard and vigorously. Everyone is looking forward to better results in the future, in terms of players' performance. ■

New Commodity : Sand Loading started on West Central Railway



West Central Railway has got success by new efforts to increase freight loading and earnings. WCR has been successful in attracting road traffic under its freight incentive schemes. Railway revenue in freight traffic has been received from Business Development Units (BDUs) set up by WCR in all the three divisions.

It is noteworthy that in West Central Railway, the first sand loading has been done from KPFP/ Powerkheda of Bhopal division (WCR) for Mangliya/ Indore Area (WR). In this series, the second sand loading in WCR was done by Jabalpur Division on 05.09.2021 from Gadarwara/ Jabalpur Division (WCR) to Chaikhandi (Lucknow Division) under Sand Loading Station to Station (STS) Freight Incentive Scheme. With this, ₹43 lakh was generated in freight revenue by sand loading of 3834 tonnes.

Various concessions/rebates are also being given in Railways to make freight traffic very attractive. The COVID-19 situation has been used by Railways as an opportunity to improve efficiency and performance all round. ■

Upgradation of Bargawan Coal Siding of Jabalpur Division



While West Central Railway is setting new records in terms of revenue and passenger amenities, it has also geared up to provide modern and advanced facilities to its customers.

Along with passenger amenities, this railway also tries to provide modern facilities to its freight customers. In line with this, Bargawan Coal Siding No. 2 located on Katni-Singrauli section in Jabalpur Division of West Central Railway has been upgraded so that loading and unloading of coal can be done in a convenient manner.

- In this siding, the surface leveling has been done by correcting the soil with proper compaction.
- WBM work has been done in Siding Area.
- Flooring of the Siding has been built up with scrap mono block concrete sleeper removed from the railway track and thus has been created from waste. The flooring has been properly filled with the help of black dust, thereby making the surface level and strong.
- The length of the levelling work is 647 meters and the width is 10 meters.

Earlier loading and unloading of coal used to be difficult during the rainy season, but now with this leveling, loading and unloading of goods will be done in a convenient way. The improvement in this coal siding will help in increasing the income of the Railways. ■

➥ Use of unusable mono block concrete sleeper innovatively

Inauguration of Newly Installed Fire Fighting System in Central Hospital, Jabalpur

New Fire Fighting system has been installed at Central Hospital Jabalpur of West Central Railway. The newly constructed fire fighting system was inaugurated by Shri Shailendra Kumar Singh, General Manager, West Central Railway. To enhance the facilities in the Central Hospital, Automatic Smoke detector fire fighting system has been installed. This automatic fire fighting system is very important from safety point of view. This emergency system starts automatically in case of any fire and after that it automatically sprinkles water. This system is temperature based.

This system will work in the Central Hospital in case of fire from the following levels:-

- With this system, any incident of fire inside and outside the hospital building can be controlled quickly.
- This system is equipped with Smoke Detector System, Central Control Panel etc. An alarm is raised by the smoke detector when smoke appears in the hospital premises.
- In case of fire, when the temperature reaches 65°C, the sprinkler automatically breaks down and starts spraying water.
- There is a central control panel which shows all the floors and the entire area of the hospital and in case of fire, red light will be shown in that area as well as alarm will also sound in that area.



WCR has taken an important step for safety of life and property in case of fire emergency by installing this robust automatic quick start system. ■

General Manager, Metro Railway made a Detailed Inspection of Joka-Majerhat Section of Joka-Esplanade Metro Project

Shri Manoj Joshi, General Manager, Metro Railway made a detailed inspection of Joka-Majerhat Section of Joka-Esplanade Metro Project on 31.08.2021.

He started his inspection from Joka Depot, which is going to become one of the state of the art, modern depots and held a meeting with Shri Amit Ray, ED/Rail Vikas Nigam Limited (RVNL) and his team there.

General Manager also inaugurated a lockgate at Joka Depot and planted a sapling at this site.



Shri Joshi conducted a trolley inspection from Joka Depot to Taratala station with all senior officials of Metro Railway and Rail Vikas Nigam Limited (RVNL) and inspected upcoming Joka, Sakherbazar, Thakurpukur, Behala Chowrasta and Taratala stations. Shri Amit Ray, ED/RVNL briefed Shri Joshi about the progress of this project at a meeting held at Majerhat. The works of Joka and Behala Chowrasta stations are in advanced stage and all modern passenger amenities are being provided here. These stations are being beautified with murals and other artistic works. General Manager reviewed Majerhat – Mominpur – Esplanade Metro work. He expressed his satisfaction after seeing the progress of the work and advised to complete all the pending works within the deadline. ■

General Manager, Metro Railway made a Detailed Inspection of Howrah Maidan to Esplanade Stretch of East-West Metro Project

Shri Manoj Joshi, General Manager, Metro Railway made a detailed inspection of Howrah Maidan to Esplanade stretch of East-West Metro Corridor on 09. 09.2021. He started his inspection from Howrah Maidan Metro station along with senior Metro Railway and Kolkata Metro Railway Corporation (KMRCL) officials.

During the inspection, the progress of works of underground stations, traction sub stations, power supply systems, ventilation & air-conditioning systems, Platform Screen Doors and other subsystems was reviewed.

Shri Joshi also conducted a trolley inspection from Howrah Maidan to Esplanade Metro station and inspected the tunnel section and progress of construction of cross passages.

Shri Manas Sarkar, Managing Director, KMRCL briefed him about the progress of work on this stretch. General Manager also inspected



upcoming Howrah Maidan, Howrah, Mahakaran and Esplanade stations of East-West Metro along with entry and exit to stations and planning for interchange of passengers at Howrah and Esplanade stations. Shri Joshi expressed his satisfaction after seeing the progress of the work and advised all to complete the pending work within the deadline. ■

Tree Plantation Programme at Mahanayak Uttam Kumar Station

A Tree Plantation drive was organized on 10.09.2021 as part of celebrating India's 75th Independence Day - Azadi Ka Amrit Mahotsav at Mahanayak Uttam Kumar station area.



Shri Manoj Joshi, General Manager, Metro Railway planted a sapling there. Smt. Dipti Joshi, President of Metro Railway Women's Welfare Organization (MRWWO) also participated in this programme and planted a sapling.

Shri Manoj Joshi expressed his hope that such initiative would go a long way to reduce pollution and improve air quality.

After this programme, General Manager inspected Mahanayak Uttam Kumar Station, especially passenger amenities and safety arrangements being provided there.

He instructed all concerned officials to further improve the maintenance works at the station. ■

General Manager Offers Shramdaan at Netaji Bhavan Metro Station

Metro Railway observed Swachhta Pakhwara from 16th–30th September, 2021. As a part of this drive Shri Manoj Joshi, General Manager and other senior officers of Metro Railway offered 'Shramdaan' at Netaji Bhavan Metro station on 18.09.2021. Shri Joshi also inspected platform, mezzanine floor, staircases, Machine Room, dustbins of the



station to check the standard of cleanliness being maintained. General Manager also urged all Metro users and staff to maintain a high standard of cleanliness of Metro premises and trains.

Banners and posters are on display at all Metro stations to make Metro commuters aware about the importance of cleanliness. ■

General Manager, Metro Railway Dedicated Another AC Rake to the Service of the Nation

Shri Manoj Joshi, General Manager, Metro Railway dedicated another AC rake (MR -415) to the service of the Nation on 17.09.2021, The day of Viswakarma Jayanti at Noapara Carshed. He expressed hope that with the addition of this AC rake to the fleet; Metro Railway will be able to further improve its services for the benefit of the people. He also inaugurated a Scissor Trolley at the Periodic Overhauling Workshop at Noapara Carshed. Prior to this, General Manager participated in the Rail Kaushal Vikash Yojana programme which was launched by Shri Ashwini Vaishnaw, Hon'ble Minister of Railways, Communications, Electronics and Information Technology through video conferencing from Rail Bhavan. Shri Joshi also interacted with the nominated trainees who will be imparted training under this programme at the Technical Training



Centre of Noapara Carshed. He advised them to take this opportunity to improve their skills and wished them a very bright future. Later, General Manager planted a sapling and inaugurated a Flat Wagon for Accident Relief Train at Central Park Depot of East-West Metro. ■

Metro Railway Offers Seven Metro Stations for Station Branding Rights, Branding of 304 Metro Smart Gates



Metro Railway has offered 7 Metro stations for station branding rights to corporate houses including private universities, banks, health care institutions, insurance companies etc. 05 stations of North-South Metro namely Dumdum, Noapara, Belgachia, Esplanade & Park Street and 02 stations of East-West Metro namely Bengal Chemical & Sealdah (which will be operational very shortly) have been offered for awarding station branding rights in this tender. The duration of the contract will be of 5 years.

Corporate houses which will get the station branding rights, will be able to add their brand names & logo (prefixed/suffixed) to the station name at all places where the station name is displayed. They can also put their brand logos and names at all the entry & exit gates of the stations. Corporate houses will also be able to utilize prime/prominent spaces (of about 1500 sq. ft. at all 06 (six) stations except about 530 sq. ft. at Belgachia) at the concourse and platform levels, on platform screen doors, pillar wraps, entry/exit gates wherever possible without affecting and infringing existing Railway installations and structures for branding/advertising.

Apart from these, corporate entities will also enjoy the rights of putting their kiosks for promotions/campaigns at the most prominent and exclusive floor spaces at the stations and branding of stations entry/exit structure as well as the inside.

It would not be out of place to mention here that Metro Railway has already given station branding rights of Salt Lake Sector V, Salt Lake Stadium, Karunamoyee, Shovabazar Sutanuti, Chandni Chowk, Baranagar, Phoolbagan, City Centre stations to different big Commercial Corporate Houses/Associations.

Apart from this, Metro Railway has decided to brand all 304 smart gates of different stations of North-South Metro corridor, having huge eyeball attractions. One Educational App maker has recently got the branding right of these smart gates for five years. They have started to display their App details on these gates. Branding work of all North-South Metro gates will be completed soon. ■

Metro Railway Observes National Nutrition Week

Metro Railway observed National Nutrition Week from 1st September to 7th September, 2021. As part of this, an awareness programme was organized on 01.09.2021 at Tapan Sinha Memorial Hospital for the benefit of Metro staff and their family members.



Shri Amitava Dutta, Principal Chief Medical Officer presided over this programme in which a detailed discussion was held on Nutrition. Smt. Jayita Kundu, dietician delivered a lecture on this subject. In this programme, Body Fat Estimation, Body Mass Index Estimation, Height and Weight Measurement and Dietary Counseling Facilities were made available for the benefit of the Metro staff. ■

Fit India Freedom Run 2.0 organised in Metro Railway

As a part of commemorating India's 75th Independence Day - 'Azadi Ka Amrit Mahotsav,' Fit India Freedom Run 2.0 is being organised in Metro Railway.

On 07 September, 2021, 75 RPF officers and staff of different cadre, who had taken both the doses of Covid vaccine, participated in this run. Starting from Metro Rail Bhavan this run ended at the same venue after covering Maidan Metro station, Victoria Memorial and Brigade Parade Ground, a distance of 7 kms.

The concept behind this run is 'It Can Be Run Anywhere, Anytime.' ■



A Passenger Evacuation Mock Drill conducted with NDRF



Metro Railway always gives top priority to the safety and security of the commuters. In order to check the preparedness of Metro staff to tackle any chemical disaster in the Metro, a passenger evacuation mock drill was conducted with National Disaster Response Force (NDRF) at Esplanade Metro station on 18.09.2021.

Metromen were trained and counseled by NDRF team on how to take immediate necessary action to rescue passengers in case of a chemical disaster in running rakes and at Metro stations.

The objective of this mock drill was to upgrade the evacuation skills as well as check alertness and preparedness of Metromen during such emergencies.

Senior officers and staff of different departments were present during this drill. ■

A Workshop on Safety in Train Operations Held at Metro Rail Bhavan

A workshop on safety in train operations was organised on 28.08.2021 at Metro Rail Bhavan.

Shri K.K. Patro, Principal Chief Electrical Engineer, in his welcome speech, advised all to strictly maintain all safety rules in order to make train operation safer. He instructed Motormen and Chief Loco Inspectors to strictly adhere to the laid down protocols and rules of the train operations to ensure the safety of passengers. Shri Rajesh Kumar, Principal Chief Safety Officer, in his speech, highlighted the guiding principles to avert any train accident.

Shri Sumanta Dutta, Chief Electrical Engineer /Rolling Stock, in his speech, pointed out the importance of alertness of all staff associated with train operations to stop any train accident or any unwarranted incident. A presentation on safety and disaster management was also made in this workshop. A question-answer session was also conducted on safety and disaster management in the workshop. ■



N. F. Railway holds discussion with business community; Initiatives being taken to further improve freight transportation



As a part of the initiatives by Northeast Frontier Railway to further improve the freight loading/ unloading from various un-tapped locations, discussions with various stake holders are being held regularly. Loading and unloading of commodities from nearest locations help the local economy to flourish apart from making the essential items available for common people. Discussions are being held with traders by the Business Development Units (BDUs) of Northeast Frontier Railway about how they will be able to send their commodities to outside or receive delivery of materials from outside with lesser cost of transportation. These discussions by the BDUs within their respective areas are also helping to find new segment of traffic for movement by train.

In a recent such initiative, the BDU of Rangiya division under Northeast Frontier Railway organised a meeting with North Assam Chambers of Commerce and Industry at Tezpur on 3rd September, 2021.

During the interactive session, various issues including potential for new loading from Dekargaon station, problems faced by the business community during loading/unloading were discussed. Demand for piecemeal traffic towards Dekargaon station aiming at facilitating transportation of goods of small scale industries was also discussed. Idea of Kisan Rail services to assist Individual/group of farmers, State Marketing/Co-operative Federation, Co-operative Societies, Food Processor units, etc aimed at ensuring a fast transportation of agricultural produce along with subsidy was shared with the business community. Business communities were also informed that they can easily transport their commodities from their nearest convenient railway station at a much cheaper rate in comparison to road sector.

It may be noted that N.F. Railway has set up Business Development Units (BDUs) at all the Divisions i.e. Katihar, Alipurduar, Rangiya, Lumding and Tinsukia and also at Zonal Head Quarters level to increase the freight transportation volume. The initiatives by the BDUs of various divisions have been successful in bringing in new mode of traffic to railways from road sector. ■

Vistadome Tourist special train services flagged off





In order to promote tourism and cultural heritage of the Northeast and North Bengal areas; two Vistadome Tourist special train services were flagged off on 28th August, 2021.

The special Vistadome train service between Guwahati-New Haflong was flagged off at Guwahati by Shri Bimal Bora, Minister of Sports & Youth Welfare, Cultural Affairs, Power and Tourism, Govt. of Assam in presence of Smt. Queen Oja, Hon'ble MP Lok Sabha from Guwahati, Shri Debolal Gorlosa, Chief Executive Member (CEM) of the N. C. Hills Autonomous Council (NCHAC).

Shri Anshul Gupta, General Manager, N. F. Railway and other senior officials along with the Commissioner & Secretary and Director of the Tourism Department of the Govt. of Assam were also present.

In another function that held at the New Jalpaiguri station Vistadome special train service between New Jalpaiguri – Alipurduar Junction was flagged off by Shri John Barla, Hon'ble Union Minister of State, Minority Affairs, Govt. of India. Dr. Jayanta Kr. Roy, Hon'ble MP Lok Sabha, Smt. Sikha Chatterjee MLA, Shri Sankar Ghosh MLA apart from other dignitaries was present. ■

General Manager of N. F. Railway interacts with media person on Vistadome Tourist special

Shri Anshul Gupta, General Manager, Northeast Frontier Railway interacted with media persons at Guwahati Railway Station on 26th August, 2021 and briefed about the unique features of Vistadome coaches introduced over NFR. Senior Railway officials and official from Assam Tourism department were present during the interaction.

Northeast Frontier Railway has introduced Vistadome Tourist special trains in two identified popular



routes having tourism potential. One is between Guwahati - New Haflong and other is between New Jalpaiguri – Alipurduar Junction w.e.f. 28-08-2021. During the interaction, the General Manager said that introduction of Vistadome Tourist trains are meant experience the scenic beauty and to display the cultural heritage of the region during unique train journey. The General Manager wished that joint effort with Tourism department will help to boost the tourism sector and local economy. This train would provide comfort and ease of travel experience throughout the journey. ■

'Sadbhavana Diwas' observed at N. F. Railway Headquarters



The 'Sadbhavana Diwas' was observed on 20th August, 2021 at Northeast Frontier Railway Headquarters, Maligaon. Good numbers of railway staff and officers were present during the occasion. The day is observed every year to encourage national integration and communal harmony amongst people of all religions, languages and regions.

During the occasion, Shri Boniface Lakra, SDGM (Senior Deputy General Manager) of Northeast Frontier Railway administered the 'Sadbhavana' pledge to all the railway staff and officers of Northeast Frontier Railway Headquarters to work for the emotional oneness and harmony of all the people of India regardless of caste, region, religion or language and to resolve all differences through dialogue and constitutional means without resorting to any violence. All preventive measures and guidelines related to Covid-19 were followed during the occasion. ■

NFR officials performing duty as Frontline workers

The railway staffs of Northeast Frontier Railway have been working round the clock to keep the wheels of economy moving. The railway workers performing their duties day and night during the heavy rains, inclement weather or even during the unprecedented situation of Covid-19 pandemic.





Due to the dedication and commitment of staffs, railways could contribute to the noble cause of nation building. The railway duty of the station masters, loco-pilots, guards, ticket-checking staff and commercial clerk revolved around train operation. Loco-pilots of the passenger carrying trains drive the engine of trains carrying thousands of passengers to their destination safely. Railway Protection Force (RPF) contributes in a

big way by remaining in the forefront apart from providing safety and security of passengers. RPF continues to assist passengers in order to make their journey comfortable. Medical workers provide health care services to the society putting their own lives at risk. Railways also engage P-Way staffs for carrying out regular maintenance and improvement works to enhance safety of train operations. Railway tracks are maintained and inspected on 24x7 basis to ensure that every section is fit for train operations.

The P-Way staffs perform critical maintenance works such as track and sleeper renewal, track tamping, deep screening of ballast, maintenance of bridge, points & crossing, patrolling the railway track, manning the level crossing gates etc. Due to sustained effort of P-Way staffs, N. F. Railway could carry out 121.42 TKm Through Rail Renewal works from January to July, 2021. NFR could achieve ever highest progress in Through Rail Renewal in July this year as 42.14 TKm.

Due to such relentless efforts, average speed of



goods carrying trains in N. F. Railway increased by 34.2% from 34.2 kmph in January – July previous year to 46 kmph. ■

N. F. Railway holds interactive session with traders – Aimed to help farmers/traders and to boost the local economy



The Northeast Frontier Railway has brought in several initiatives to attract more business towards freight transportation sectors. Introduction of Kisan Rail is one such initiative. Officials of Northeast Frontier Railway and Tripura State government organised road shows / seminars with local traders at various railway locations in the state of Tripura to inform them about the various new schemes launched by railways for transportation of commodities. These road shows/ seminars were organised aiming to help small scale farmers and traders of these areas and to boost the local economy.

The road shows/seminars were conducted in Ambassa and Kumarghat on 24th August, 2021. Twenty nos. participant merchants, exporters were present at Ambassa. Area Manager of Badarpur Shri D. K. Murmu, Assistant Operations Manager (Goods) Shri Dipankar Gogoi of Lumding and Shri Debendra Debbarma, General Manager, District Industrial Council from the Government of Tripura were also present.

Earlier also, such road shows/seminars were conducted in Udaipur and Agartala on 17th August, Sabroom and Belonia on 19th August, 2021. During the discussion, booking process of goods for transportation through freight and parcel trains, various concession/discounts being provided by railways in loading/unloading were thoroughly explained to local traders.

Such interactive sessions are likely to help farmers and traders in transporting their produces to major cities in cheaper and eco-friendly way with reasonably lesser freight charges and to get better market prices. Such seminars will be planned at various other locations in the future also. ■

N.F. Railway unloads 1019 rakes of freight trains during August, 2021

Northeast Frontier Railway has managed to maintain high momentum of goods transportation to keep the economy moving and meet the requirement of essential and other commodities. Northeast Frontier Railway has unloaded 1019 freight carrying trains in August, 2021 as against 897 in August, 2020 with an increase of 13.6%.

NFR carried 8737 rakes of freight trains from January to August, 2021 and unloaded them in different goods sheds in its jurisdiction.

Goods like FCI rice, sugar, salt, edible oil, POL, food grains, fertilizer, cement, stone chips, iron/ steel, onion, maize, auto, container and other items have been transported during the month.

During August, 526 rakes of freight carrying trains were unloaded in Assam out of which 317 were loaded with essential commodities. 85 rakes in Tripura, 31 rakes in Nagaland, 10 rakes in Manipur, 4 rakes in Arunachal Pradesh and 4 rakes in Mizoram were unloaded during last month. 211 freight rakes in West Bengal and 148 freight rakes in Bihar were also unloaded during last month within the jurisdiction of NFR to meet



the requirement of people of these regions.

Improved terminal handling facility and improvement in mobility due to enhanced maintenance efforts & continuous monitoring at all level resulted in reduction in turnaround time and increased unloading. Average speed of goods carrying trains in NFR also increased.

It is worth mentioning that a number of concessions/ discounts are also being given by Indian Railways to make Railway's Freight movement very attractive for its customers. ■

Increased outward loading by N. F. Railway contributing to growth of local economy



Freight loading figures continue to maintain the high momentum in the month of August, 2021 for N. F. Railway. N. F. Railway loaded 0.812 MT during August, 2021. This is an increase of about 43% in comparison the corresponding period of last year. N. F. Railway loaded 3.996 MT during the period from April to August, 2021 as compared to 2.779 MT done in corresponding period of last year. This is an increase of 43.8%. Loading of few commodities was increased by a substantial margin in N. F. Railway during August, 2021 in comparison to last year. Coal loading increased by 12.5%, dolomite loading increased by 521.9%, container loading increased by 120%, cement loading increased by 94.7%, and loading of miscellaneous commodities which includes items like Stone chips, Ballast etc increased by about 85.9%. During this year from April to August, 2021, dolomite loading increased by 426.3% in comparison to the same period of last year. Food grains loading increased by 17.6%, container loading increased by 105.9%, fertiliser loading increased by 27.7%, cement loading increased by 59.7%, other commodities increased by 161.1%; and it is an overall increase of 43.8% in comparison to the last years loading up to August, 2020. Various steps and initiatives are being taken by N. F. Railway to further improve the transportation of freight. This includes opening of new stations for handling inward and outward

goods traffic, introduction of 24x7 working in goods sheds, regular virtual meetings with producers and stakeholders for attracting piecemeal loading, initiatives by Business Development Units (BDUs) at Headquarters and Divisional levels and improvement in average speed of freight trains due to continuous monitoring. It is worth mentioning that a number of concessions/ discounts are also being given in Indian Railways to make Railways Freight movement very attractive. ■

'Steam Jungle Tea Safari' launched by N. F. Railway gaining popularity amongst tourist



The Northeast Frontier Railway recently has introduced a new service namely "Steam Jungle Tea Safari" between Siliguri Junction and Rongtong station section on the UNESCO World Heritage site - Darjeeling Himalayan Railway (DHR). This Steam hauled Toy Train service was started from 30th August, 2021 to fulfil the demands of tourists and to also promote the local tourism sector. The "Steam Jungle Tea Safari" toy train service has been planned to run on regular basis depending on demand. It is provided with the facilities of Vistadome coach and hauled by heritage steam engine. The Toy Train travels through scenic beauty of the tea gardens apart from breathtaking views of lower Himalayan hills. Tourists can enjoy the on train services while making celebrations by riding through the unique "Steam Jungle Tea Safari". There are provisions of 14 passengers in the Vistadome coach. However additional coach can also be attached depending on demands.

The train (No. 52556) provides up - down evening services leaving from Siliguri junction at 14-45 hours to reach Rongtong at 16-20 hours. In return journey, the train departs from Rongtong at 16-40 hours to reach Siliguri junction at 18-05 hours. The train has stoppage at Sukna station during both way journey. Interested tourists can also make a visit to the museum at Sukna station. During this three-hour journey, tourists can enjoy the flavour of the world famous Darjeeling tea.

Since the introduction of this Toy Train, N. F. Railway is getting good response from tourists. This unique "Steam Jungle Tea Safari" is an ideal way to celebrate birthdays, anniversaries, and get-togethers on a UNESCO World Heritage site. N. F. Railway is hopeful to attract more and more tourists and promote the tourism industry in the region in coming days. ■

Reconnecting Mizoram - NFR

A welcomed step by people of Mizoram when Northeast Frontier Railway resumed the passenger train services between Silchar and Bhairabi from 10th September, 2021. With the resumption of this train service, hurdles of train communication for the people of Mizoram with nearby regions have been erased.

Services of Train No. 05567/05568 Silchar – Bhairabi – Silchar passenger special have been resumed as bi-weekly service. The train departs from Silchar on every Tuesday and Friday at 16-55 hours to reach Bhairabi at 21-00 hours and from Bhairabi on every Wednesday and Saturday at 05-30 hours to reach Silchar at 09-20 hours. Train timings have been decided based on passenger convenience and such that people of Mizoram can get further connection to long distance trains from Silchar.

The resumption of passenger train services between Silchar and Bhairabi will benefit the local population and economy of the region. Small traders of the state will be able to bring items of daily consumption as well as other goods at a much cheaper, cost effective and eco-friendly manner by utilising services of two SLRs of the train.

It may be mentioned that N. F. Railway is executing the Bhairabi – Sairang new railway line project in Mizoram. Better rail connectivity will lead to economic development not only of the people the Mizoram but also for entire NE region. ■

Southern Railway : Trichy Golden Rock Workshop bags best Energy Efficient Unit Award

The Golden Rock Railway Workshop (GOC), Tiruchchirappalli has bagged 22nd National Award for Excellence in Energy Management from the Confederation of Indian Industry (CII) for having adopted and implemented various energy conservation measures.

The National Awards for Excellence in Energy Management is instituted by CII, to catalyze significant and innovative practices in the energy efficiency sector. CII conducts this annual event to recognize and award excellence in energy management among the industrial sector and railway workshops across the country and facilitate sharing of information on best practices & technologies.

GOC Workshop is the only workshop of Indian Railways to have received the award this year. The workshop has bagged the prestigious award twice so far.

The 60-year-old Golden Rock Workshop has adopted best energy conservation practices and technologies such as:

- GOC increased its production by 19.42% despite the challenges faced due to unprecedented COVID enforeed lockdown.
- The energy conservation measures have led to reduction of electrical and thermal energy consumption by 25.6 %.



- IOT (Internet of things) based condition monitoring system has been installed in 3 electrical substations and 45 machines. The system has also been installed in one 3 tier AC Coach now running in Trichy-Howrah Exp. rake.
- Two MIYAWAKI gardens were developed inside the workshop consisting of 4000 saplings inclusive of 500 saplings of Bheema Bamboos.
- 28.87% reduction in carbon footprint was achieved by the workshop during the year.
- In movement of Coach bogies, energy saving has been effected upto 46% through movement by Rail instead of by Road between workshop and Divisions which also resulted in 67% reduction in CO_2 emission. ■

Western Railway : General Manager Inaugurates Hospital Management Information System (HMIS) at Jagjivan Ram Hospital

Western Railway's Jagjivan Ram Hospital (JRH) is renowned for offering best medical facilities and taking utmost care of the patients. This was more evident during the time of Covid pandemic, where the frontline warriors worked day and night for treatment of COVID patients. JRH has created a robust infrastructure, fully equipped with latest medical procedures for treatment of patients under one roof. In continuation of this, recently Shri Alok Kansal – General Manager of Western Railway inaugurated the Hospital Information Management System (HMIS) at Jagjivan Ram Hospital, Mumbai Central which is implemented in collaboration with RailTel & C-DAC. PCMD alongwith other PHODs, senior doctors & RailTel officers were present on this occasion.

With the implementation of Hospital Management Information System (HMIS), online registration, tele-consultation and disbursement of medicines will be made easy. The system will immensely help in enhancing operational efficiency of health activities, generation and use of data related to health of patients, creating Electronic Medical Record (EMR) and sharing the data across various railway health facilities. Through HMIS, all patient records, doctor's prescription/ consultation and lab reports will be made available for future reference. Feature of self-registration is also available on this App. RailTel, a miniratna PSU of Indian Railways, has been entrusted with work of implementing Pan India Hospital Management Information System (HMIS) at 129 Railway Hospitals and 586 Health Units to bring





Shri Alok Kansal, General Manager inaugurating the Hospital Management Information System at Jagjivan Ram Hospital. The 2nd photo demonstrates the HMIS module & Doctors' module to GM

the entire hospital management on a single architecture to provide faster and better healthcare. RailTel has also developed 'Railways HMIS' app to integrate with HMIS. This app enables teleconsultation to help patients get treatment virtually for generic ailments. It also enables medical beneficiaries to access all their medical record at one place.

Speaking on the occasion Shri Kansal said that during this pandemic time, digitized healthcare is the need of the hour to provide seamless service. HMIS solution is going to cover the entire gamut of Hospital Administration with around 20 modules that are relevant to Railway Hospitals including Clinical, Patient Services & Ancillary Modules viz OPD, IPD, Labs, Pharmacy, Referrals, Medical Examinations, Sick-Fit Certifications, Reimbursement of Medical Claims etc. Through the 'Railways HMIS' app, patients will also be able get virtual consultations which will not only save them from Covid exposure but also minimize footfall in hospitals. Talking about the project, CMD RailTel said that the HMIS project implementation is a priority item so as to support the healthcare system during this ongoing pandemic and work has been completed at 156 Hospitals/ Healthcare units across India. This system is fully integrable with National Digital Health Mission program of Ministry of Health and Family Welfare. The HMIS has been synchronized with various other digital initiatives of Indian Railway like Unique Medical ID (UMID), IPASS and ARPAN etc. and is capable of further such integrations as per need. Digitization of health data which is accessible through unique medical ID (UMID) of Railway healthcare beneficiaries is going to make the healthcare services hassle free and transparent. Patient can take OPD appointment by scanning the QR code through HMIS app. This will bring improvement in patient care and patient services to approximately 10 million Railway health beneficiaries. ■

Chittaranjan Locomotive Works Produced 46 Locos in August

Chittaranjan Locomotive Works scripted another history by producing 46 number of electric locomotives in the month of AUG of the current financial year. It is the highest ever loco production by CLW in August month in any financial year. This noteworthy feat is achieved by collective efforts & dedication of all. Shri Satish Kumar Kashyup, General Manager, Congratulated the entire team of CLW for this significant achievement and expressed hope that CLW would be able to create another milestone in the current financial year 2021-22 by fulfilling the production target. ■



200th Electric Locomotive Flagged off in CLW

Chittaranjan Locomotive Works (CLW) has turned out 200th electric locomotives of the financial year 2021-22 in record 146 working days, despite COVID restrictions. Shri Satish Kumar Kashyup, General Manager, CLW flagged off the 200th locomotive WAG-9HC (33326) from loco dispatch siding on 10th October, 2021. Sr. Officers, Supervisors and Staff were also present during flag off ceremony. This achievement was possible under the leadership & able guidance of Shri Satish Kumar Kashyup, General Manager with his continuous motivation and encouragement to the CLW workforce and monitoring of supply chain & production despite all COVID restrictions.



Shri Kashyup congratulated the entire CLW team of loco production and appreciated their efforts in successfully producing 200 locomotives in record 146 day in the FY-2021-22. With this trend in production, it is expected that CLW will scale newer heights in loco production in current FY. ■

Chittaranjan Locomotive Works recognized as an 'Energy Efficient Unit'

Chittaranjan Locomotive Works has been recognized as an 'Energy Efficient Unit' by the Energy Efficiency Council of Confederation of Indian Industry. Total 404 industrial units participated in the evaluation out of which 180 industrial units were shortlisted. Only 33 industrial units out of 68 industrial units from the Auto, Engg & Railway sector were shortlisted. The certificate of 'Energy Efficient Unit' was awarded after meeting the set benchmark and presentation before a panel of experts. ■



DFCCIL Achieves Record in Freight Movement and Operations by Reaching 10 Billion GTKM (Gross Ton Kilometre) Freight Movement

This Milestone Will Contribute Towards Multimodal Connectivity and Rationalising Logistics Cost as Envisioned by PM Gati Shakti National Master Plan

DFCCIL achieved a record in freight transportation by carrying 10 billion GTKM (Gross Ton Kilometre) of goods since its advent in freight operation through its newly opened rail sections in Eastern Corridor between New Bhaupur to New Khurja of 351 KM situated in the most busy and important Indian Railway route between Delhi to Howrah and in Western Corridor between New Palanpur to Rewari section of 637 KM in New Delhi - Mumbai rail route of Indian Railways. Over 11,600 freight trains have plied on both the eastern and western dedicated freight corridors since Dec 2020.



DFCCIL will galvanise freight movement and spur all round development in the logistic sector by helping decongest the existing Indian Railway network to run passenger trains on relatively less crowded railway track and shifting goods trains to run on high-speed and state of the art Dedicated Rail Corridors. DFC will aid in movement of raw materials like coal, iron ore from the eastern part of the country etc. and finished goods from the ports to the hinterland. The launch of Gati-Shakti – National Master Plan to connect country's economic zones on 13 October, 2021 by Hon'ble Prime Minister Shri Narendra Modi has invigorated new energy into DFCCIL to aggressively execute the remaining construction to contribute towards building a economically stronger and resilient India. ■

Short stories/ Poems/drawings/ quizzes (MCQ or one-word answer type)

ARE INVITED FROM CHILDREN

Entries may be sent to

editorindianrailways@gmail.com

(Please attach a copy of proof of your date of birth also)



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









SUKIRTHAN M





Tuhin Kumar Chakraborty



CHILDREN'S QUIZ 3

1. **Which railway line runs parallel to the Arabian sea offering views along the coast?**
2. **Which is the Longest train route in the Indian subcontinent? Also mention the name of the train.**
3. **Who designed the first railway timetables?**
4. **Who was the first railway minister of independent India?**
5. **Which is the longest railway tunnel in India?**

Children may send their replies to childquizes@gmail.com alongwith a scanned copy of the proof of their date of birth.

Correct Answer of Quiz No. 3

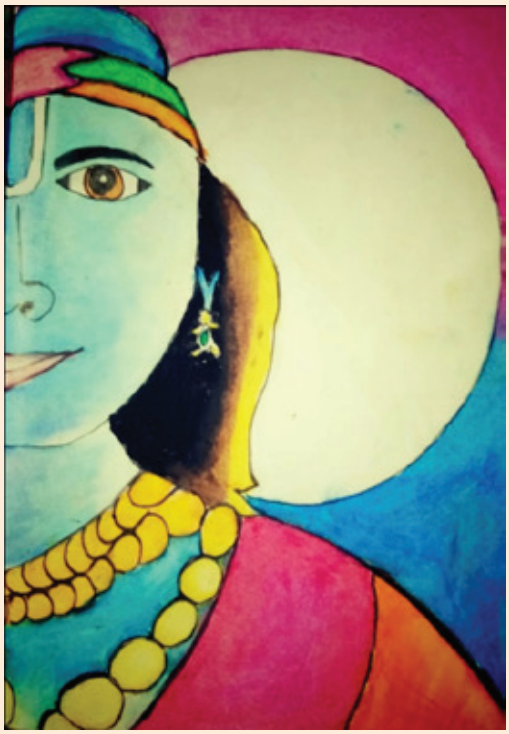
1. August 9, 1925 Kakori Conspiracy Case
2. Jaynagar to New Delhi (12561/ 12562)
3. Kushwant Singh
4. Kevadiya Rly Station
5. Asthi Special – carried the last remains of Mahatma Gandhi. He always travelled in 3rd class

Till *26th October* correct answers were received from

Keshav Anand A.R.



Akshita Singh
D.O.B. 09.03.2012



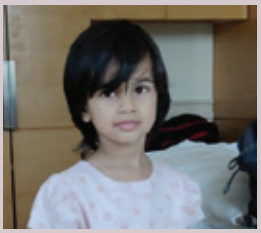






Lakshita Yadav
Class 5th, DOB : 02.05.2011.
Raath International School,
Alwar (Rajasthan)



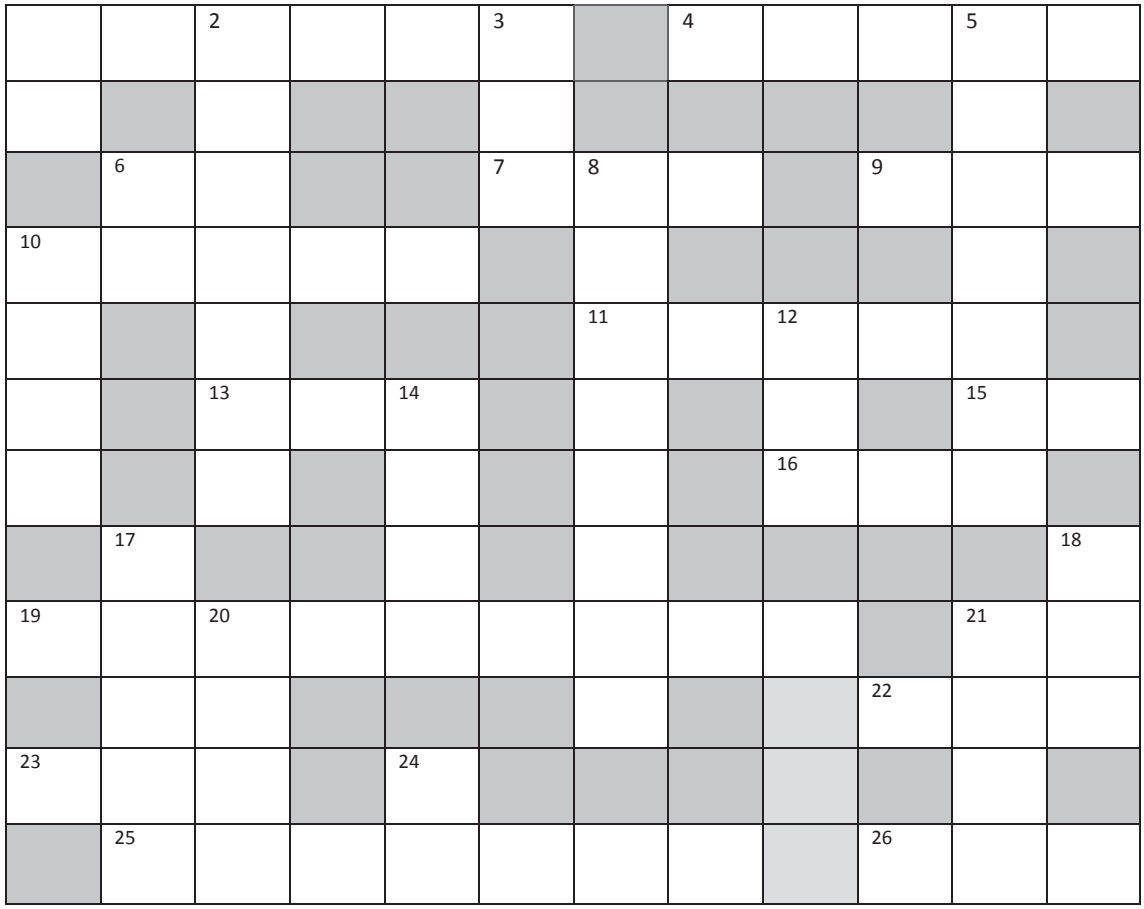


Reeva Nakra
DOB : 22.09.2017



RAILWAY CROSSWORD

Shri K C Jayaraj
Sr. Engineer - IT, Western Railway, Churchgate



Across
1. World's fourth largest Rail network is _____ Railway (6)
4. First Railway line in India was laid between Mumbai and _____ (5)
6. World's first women's only train started by this railway (2)
7. Railway Mail Service (3)
9. The Electric Locomotives manufacturing unit in West Bengal (3)
10. Guard elephant, the mascot of Indian Railways is called _____ (5)
11. Headquarters of South Western Railway is in this city (5)
13. These type of trains are very common in Amusement parks (3)
15. Abbreviation for the supreme administrative authority of Indian Railways (2)
16. He is responsible for the overall maintenance of the tracks/ permanent way (3)
19. The longest Railway tunnel in India (9)
21. Administrative head of a zonal railway (2)
22. Roof top equipments of an electric train (3)
23. Headquarters of this Railway is in Gorakhpur (3)
25. The first Metro Railway of India is in this city (7)
26. Electric trains used for suburban rail service in big cities (3)

Down
1. Now a days, this technology is very much in use in Railways, (2)
2. Long distance trains that run non-stop from source to destination, barring technical halts (7)
3. Headquarters of this Railway is in Jaipur (3)
5. _____ Express runs on meter-gauge on Nilgiri hills of Tamilnadu (7)
6. West Hill station code (2)
8. _____ Express is a luxury train which started operation in 2010 and is owned by IRCTC (8)
10. A major railway engine manufacturing company in India (4)
12. Bijapur station code (3)
14. _____ Exp. are fully air conditioned low cost trains for the youth of the country (4)
17. The train running on the longest route in India is _____ Exp. (5)
18. Chief Mechanical Engineer (3)
20. The system carrying loaded trucks on trains, operated on Konkan railway (4)
21. The Railway station at the highest altitude in India (4)
24. Akola station (2)

Solution on page no. 61

The Business of Precedence

D. Om Prakash Narayan
Senior Public Relations Officer, Southern Railway

Example is leadership – Albert Schweitzer

Winning an Olympic Gold or coming first in a school race or completing a community marathon stems from the same sense of competition that one has with his/her companions or rivals. Organisations and Business leaders too, thrive on this concept of leading the profits or outsmarting the competition. All our lives, we see the entire world wanting to be first in some area or the other. The school or college student wants to be first in academics, the salesperson wants to be first in company sales, the business organisation wants to be first in stock exchange profit, and so on and so forth.

This Business of Precedence has a different meaning altogether in the practice of Protocol. Every State or Country has an order of Precedence, from the most important person to the least important – in that order so that the sense of importance is not lost in a gathering of different levels of people and people know who is the numero uno. In many democratic countries, the President is the first citizen of the country and in many cities, the Mayor is honoured as the first citizen of that city.

In the context of Personnel Management too, the importance of precedence is not lost as it directly aligns with consistency and HR Managers often look for precedences in solving complex human interaction conflicts. In HR Management, Precedent sets the tone for management as it devolves equality in the concept of "what you do for one, you do for all."

In Railway parlance, however, the word 'precedence' is popular, especially in Train Operations – where a particular train is given precedence over another train. This precedence which is used in Train Operations is nothing but first priority for a particular train.

There is another kind of precedence, which is defined as 'something done or said to serve as a rule or example.' This kind of precedence is often used in Law as well as in Business Models. In a Court Ruling, if the judge sees that there is no clear cut rule or laid down law, then the judgement is given quoting 'precedence.'

In Law, Precedence can either be binding or persuasive, depending on what law, quote, or judgement is used as a precedence. For example, a higher court judgement can be a binding precedent on a lower court and in complex cases, persuasive precedence is used to create a fresh precedent in some cases.

When something is done in an organisation for the first time in a certain manner, it is said to be setting a 'Precedent' for others to follow or emulate. Organisational Precedence is very important and has to be recorded for better understanding of the merits and demerits of each case as it strengthens and develops management policies.

We all know the famous Management story of the 5 monkeys : In a social experiment in the 1960s by an experimenter (later documented as 'Cultural acquisition of a specific learned response among rhesus monkeys' by Stephenson) 5 monkeys are put together in a large cage; tied at the top of the cage, beyond the reach of the monkeys, but very much visible, is a bunch of bananas. And a ladder is placed underneath the bananas. As soon as any one of the monkeys sees the bananas and climbs the ladder, the experimenter sprays all the 5 monkeys with cold water, as if it was a reaction to this one monkey climbing the stairs to get the bananas.

All the monkeys are now wet, cold and confused. They all sit on the wet floor for sometime and soon, one of the monkeys becomes bold enough to climb the ladder to get to the bananas. Again, the experimenter sprays the ladder climbing monkey with cold water and all the other monkeys as well. This is repeated again and again until when any monkey tries to climb the stairs to get to the bananas, all the other monkeys prevent him.

Now one of the five monkeys is removed and a new monkey is introduced to the cage. Seeing the bananas, he immediately begins to climb the ladder. The other monkeys prevent him and beat him even.

Then, one by one, the experimenter removes all the original 5 monkeys from the cage and now the cage is full of new monkeys. However, if any monkey tried to climb the ladder, he is attacked by the other monkeys. And these new monkeys have never been sprayed even once.

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This is a Management tale told in many a Management class. However, in the context of precedence, it holds an invaluable lesson for in organisational management, precedence holds an important place.

In the context of Organisational Management, setting a good example is very important. For example, in the workflow chart of a factory, unit or workshop, the flow of authority should always be in equal level with that of the flow of responsibility. Only when authority and responsibility go hand in hand, will the organisation withstand the pressures of indiscipline.

For example, if the top executive of a factory or a work unit decides to flout the norms and do an unprecedented act in his or her own interest, he/she is setting a bad example which will ultimately weaken the organisation. It is in this context that precedent setting is so important.

In business organisations, laid down procedures guide the workforce and act as precedence. Precedence over a period of time becomes a rule when the organisation sees the benefits of a particular practice and decides to adopt it for the larger good.

In a very large organisations like Railways, roles are defined to create and sustain precedence. However, for every employee in every department, situations may arise where there is no clear precedence. In such a scenario, it is always prudent to seek counsel before taking a decision and to record the reasons for taking the decision. The compelling reasons for any decision, right or wrong, will set the tone for future decisions of the same nature and in similar circumstances which will guide the organisation once placed on record. And a precedent is generally established by a series of decisions. Sometimes, even a single decision can create a precedent.

The charactertistics of any Precedent is that they bring certainty, flexibility and efficiency in organisational management. Correct interpretations of any precedent, either in a court of law or in a business organisation is very important for the continued efficacy of that particular precedent. And correct precedents, sets the tone for any organisation, be it file notings, inspection notes, functional hierarchy or organisational efficiency. ■

'WHO AM I' QUIZ?

QUESTION FOR THIS MONTH

QUIZ NO. 8

I am a 60 year old Railway workshop. Very recently I have been awarded a prestigious National award for excellence in energy management by Confederation of Indian Industries (CII). In fact, this year I am the only Railway workshop to have received the award.

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

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

CORRECT ANSWER TO QUIZ NO 7

02155/02156 HBJ-NZM SHAN-e BHOPAL SUPERFAST EXPRESS

mentioned in page 40

Till 27th October, 2021
Correct Answers were given by

1. Gaurav Nakra, 2. Anil Saxena, 3. N. Subramanian, 4. Ashok Kumar Gouda, 5. Integral Ravi, 6. Paruvu Daniyelu Raju, 7. V. R. Vijaya, 8. K.r.c. Sekaran, 9. Sanjeev Kumar Kulshreshta, 10. M. Pukalendi, 11. Jaikumar Nair, 12. Rashmi Rath, 13. Bobby. S. Kumar, 14. Prasanta Paul, 15. Gayathri. D, 16. Krishna Kumar Goswami, 17. Hardik Vora, 18. Debasish Roy, 19. Samir Kumar Sinha, 20. Mohammed Yusuf Sayed, 21. Sahil Sood, 22. Balako Thandapani, 23. Sundaram Dasika, 24. Abhay Ubhale, 25. Krintan Ghosh, 26. Anandraj.m, 27. Pushkar Vinayak Mahajan

Monetary Instruments Used During Travel

Shri Anil Saxena
Freelancer

Objectives

Determine monetary instruments for use during travel.

Monetary Instruments:

- Travellers' Cheques
- Debit/Credit cards
- Letters of Credit
- Bank Draft
- Cash

Traveller's Cheques

Traveller's cheques may be purchased from commercial banks and a few other financial institutions such as Unit Trusts Corporation for a small fee. Traveller's cheques are usually provided in a variety of denominations for example $100, $50 and $20, in a variety of currencies. On receipt, the traveller must sigh each cheque in from of the bank teller. When the Traveller is ready to cash the cheque, it must be signed again in the presence of the sales representative, who will verify the two signatures with the help of some form of identification such as a passport

Advantage of using Traveller's cheques

- If it is lost or stolen a refund can be obtained and this can be done almost immediately if there is related bank nearby.
- Unused cheques can be retained for future use.

Cash

When travelling it is sometimes necessary for the Executive travel with cash e.g. to use to purchase newspapers, taxi fares, etc. It is important therefore, that the Personal Assistant or Secretary finds out about the different regulations in the country of travel regarding the amount of cash that can be bought in. Hence, the decision to purchase foreign currency will depend on the destination(s) and the exchange rate between the two currencies you are selling and buying.

A **travellers' cheque** is a medium of exchange that can be used in place of hard currency. They can be denominated in one of a number of major world currencies and are preprinted, fixed-amount cheques designed to allow the person signing it to make an unconditional payment to someone else as a result of having paid to the issuer for that privilege.

The Traveler Cheque is an instrument akin to a bearer cheque. These cheques does not require encashment and can be used across the counter in shops, hotels etc. for making payments.

These traveler cheques are available in US dollar, Sterling pound and Euro. We offer our services in issuing the Traveler cheques and buy back the unused Traveler cheques from our clients at the current exchange rates. We also refund the face value of the lost Traveler Cheques, provided the client has observed all the formalities in the case of lost Traveler Cheques.



They are generally used by people on vacation in foreign countries instead of cash, as many businesses used to accept travellers' cheques as currency. The incentive for merchants and other parties to accept them lies in the fact that as long as the original signature (which the buyer is supposed to place on the cheque in ink as soon as they receive the cheque) and the signature made at the time the cheque is used are the same, the cheque's issuer will unconditionally guarantee payment of the face amount even if the cheque was fraudulently issued, stolen, or lost. This means that a travellers' cheque can never 'bounce' unless the issuer goes bankrupt and out of business. If a travellers' cheque were lost or stolen, it could be replaced by the issuing financial institution.

The financial institutions issuing travellers' cheques earn income in a number of ways. Firstly, they charge a fee on sale of such cheques. In addition, they can earn interest for the period that the cheques are uncashed, while not paying any interest to the cheque holder, making them effectively interest-free loans. Also, the foreign exchange rate commonly used on travellers' cheques (generally based on rates applicable at the time of purchase) is less favourable compared to other forms of obtaining foreign currency, especially those on credit card transactions (which use a rate applicable at the transaction date). In addition, the setup cost and the cost of issuing and processing travellers' cheques is much higher than for credit card transactions. The cheque issuer carries the exchange rate risk, and normally pays a fee to hedge against the risk.

Their use has been in decline since the 1990s, when a variety of more convenient alternatives, such as credit cards, debit cards, pre-paid currency cards and automated teller machines, became more widely available and easier for travellers to use. Travellers' cheques are no longer widely accepted and cannot easily be cashed, even at the banks that issued them. The alternatives to travellers' cheques are generally cheaper and more flexible. Travel money cards, for instance, provide features similar to traveler's cheques but offer greater ease and flexibility.

Travellers' cheques were first issued on 1 January 1772 by the London Credit Exchange Company for use in 90 European cities, and in 1874, Thomas Cook was issuing 'circular notes' that operated in the manner of traveller's cheques.

American Express developed a large-scale international travellers' cheque system in 1891, to supersede the traditional letters of credit. It is still the largest issuer of travellers' cheques today by volume. American Express's introduction of travellers' cheques is traditionally attributed to employee Marcellus Flemming Berry, after company president J. C. Fargo had problems in smaller European cities obtaining funds with a letter of credit.

Between the 1850s and the 1990s, travellers' cheques became one of the main ways that people took money on vacation for use in foreign countries without the risks associated with carrying large amounts of cash.

Several brands of travellers' cheques have been marketed; the most familiar of those were Thomas Cook Group, Bank of America and American Express.

Declining Use

The convenience and wider acceptance of such alternatives as credit and debit cards and the wider availability of ATMs has led to a significant decline in the use of travellers' cheques since the 1990s. In addition, security concerns of retailers has led to many businesses ceasing to accept them, in turn making them less attractive to travellers. This has led to complaints about the difficulty that holders have in using them. In much of Europe and Asia, travellers' cheques are no longer widely accepted and cannot be easily cashed, even at the banks that issued them

Since travellers' cheques do not earn interest, one of the main incentives financial institutions have to sell travellers' cheques is that they effectively represent an interest-free loan from the purchaser to the seller. The sustained decline in interest rates in most of the developed world since the early-to-mid 1990s has substantially reduced the profitability of travellers' cheques for their issuers. Financial institutions have responded to this development by charging new fees for travellers' cheques, increasing existing fees, or by exiting the business altogether.

Widespread acceptance of credit cards and debit cards around the world starting in the 1980s and 1990s significantly replaced the use of travellers' cheques for paying for things on vacation.

In 2005, American Express released the *American Express Travelers Cheque Card*, a stored-value card that serves the same purposes as a travellers' cheque, but can be used in stores like a credit card. It discontinued the card in October 2007. A number of other financial companies went on to issue stored-value or pre-paid debit cards containing several currencies that could be used like credit or debit cards at shops and at ATMs, mimicking the traveller's cheque in electronic form. One of the major examples is the Visa TravelMoney card.

Now travelers can get cash on demand almost anywhere in the world simply by putting a bank card into an ATM (automated teller machine, entering a PIN (personal identification number), and selecting the amount of local currency they desire. Travelers can also make many purchases directly using a debit card (an electronic payment card that withdraws funds directly from a personal bank account).

To compensate for the diminished popularity of traveler's checks, some companies (including American Express and Travelex Worldwide) now also sell traveler's check cards. These are reloadable prepaid plastic payment cards that function much like a debit card, within certain limits. American Express, for example, charges a one-time issuance fee of $14.95, requires an initial minimum deposit of $300, and allows a maximum prepaid balance of $2,750 on their traveler's check cards. The primary benefit of these cards over regular debit cards is an added level of security: they are not linked with your bank account and can be replaced if lost or stolen.

Why Travellers' Cheques Are Dying Out

In the 1990's, everyone was using **travellers cheques** to carry their money abroad. In 2020, exactly 20 years later, **travellers cheques are being replaced with forex cards**. How did this happen?

At one time, travellers' cheques were safe, easy to use and accepted everywhere, because if you lose them, they were easily replaced, wherever you are. However, travellers cheques are not as safe as they used to be. And there are still people who choose to use them because they come with certain advantages:

- They are available in multiple foreign currencies
- If you lose them, or they get stolen, they can be refunded

However, you get the same benefits, and more, when you choose a Forex card.



Travellers Cheques Are Not as Safe as They Used to Be

These days, if you step into a shop or a restaurant, you might find it a little more



Travellers cheques issued against Foreign exchange!!

complicated to pay with a cheque. Many business owners are suspicious of **travellers cheques**. They can be forged, which means your cheques will be scanned for any marks or patterns before they are accepted.

For you, the customer, getting the cheque accepted can be a bigger problem. You may need a manager to authorise your cheque before you cash it. Also, even if your cheque is accepted, you'll still need to show 2 types of identification. This means that you'll be spending a lot of time on your holiday getting your payments done, rather than enjoying it. And paying for a simple dinner can become a long and frustrating process. Why waste time?

Travellers' Cheques Kill Any Spontaneous Plans

You're walking down the street and you see something you want to buy. Or you want a small snack. If you're using a **travellers cheque** to pay for it, it will take time. There's no time to be spontaneous when you need to go to the local bank or currency exchange to get cash.

What's worse? If there is a bank holiday or if there is an emergency, you can get stuck. While you do need to plan out your trip, you also need some spontaneous fun!

Travellers' Cheques Are Expensive



Planning a trip abroad is expensive, specially if you're headed to Europe or the US. So, you need to be able to save as much money as you can. This way, you'll be able to fully enjoy the experience. Unfortunately, travellers' cheques are expensive. If you compare travellers' cheques to Forex cards or debit/credit cards:

Travellers' Cheques Aren't Accepted Everywhere

Not every shop or restaurant accepts travellers' cheques as payment. This is especially true for the smaller businesses. For the business owner, it takes extra time and money to process the cheque. If you're looking to try out some smaller restaurants or shops, you'll need cash or a card. This just makes your travellers' cheques unnecessary.

Replacing Your Travellers' Cheques Can Take Days



Here's the good news! If you lose your cheques, or if they get stolen, you can replace them! Now, for the bad news – this could take a long time. Plus, there are some other problems:

- You'll need to keep your shopping receipts with you for the record.
- You'll need a list of the cheque serial numbers – both the used cheques and the stolen ones.
- If the cheque issuer's location is far from you, it takes much longer to replace them.

It can take a couple of days before you receive your replacement cheques. By that time, you would have lost your valuable vacation time. Or, you might have spent all the cash you have in hand. How would you survive in a foreign land without any money?

To Conclude, Travellers' Cheques Can Be A Hassle

- Many countries have different uses for travellers' cheques.
- Some countries also keep a limit on the amount you can spend on cheques.
- There may be a limit on how much currency exchange you can do with a cheque.
- You may also need to spend extra commission and exchange fees.

In the 1990's, everyone was using **travellers cheques** to carry their money abroad. In 2020, exactly 20 years later, **travellers cheques are being replaced with forex cards**.

What Are Travel Cards?

No matter, which country you visit, money is an important commodity everywhere. Apart from the visa and other things, having local currency is extremely important. However, it is not practically feasible to carry a lot of cash. Also, it is not a very safe option. This is where Travel Cards can be used. Travel cards are an easy, convenient and say way of buying foreign currency and taking it with you when you travel internationally. The traveling



In touch card no need to swipe

cards are in prepaid format and you will have to preload a card with one currency or multiple currencies depending on your travel.

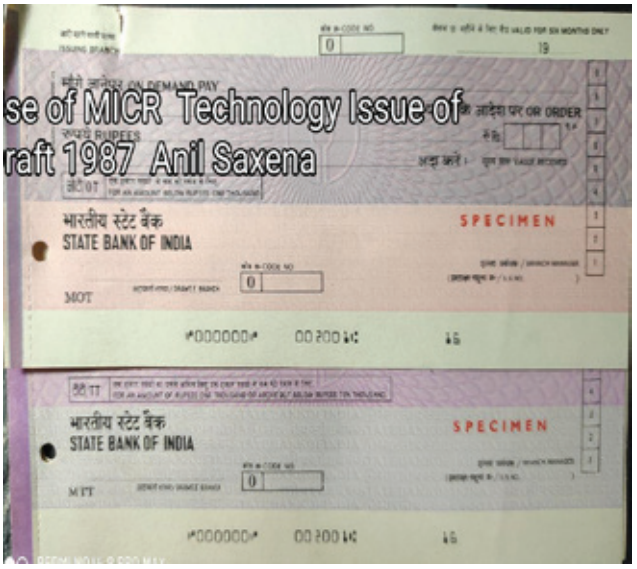
Be it booking hotels or flight tickets or paying for a meal at a restaurant, the Travel Card will be handy at most times. These travel cards are better known as Forex cards and are quite popular with frequent travellers and tourists.



There are two main types of travel cards – one currency card and the multiple currency card, depending on the countries you plan to visit Frequent travellers can opt for the Borderless prepaid travel card which will help them move across nations without having to worry about their Forex needs.

Other Monetary Instruments of Banks Now Discontinued







CROSSWORD ANSWERS

1 I	N	2 D	I	A	3 N		4 T	H	A	5 N	E
T		U			W					I	
	6 W	R			7 R	8 M	S		9 C	L	W
10 B	H	O	L	U		A				G	
H		N				11 H	U	12 B	L	I	
E		13 T	O	14 Y		A		I		15 R	B
L		O		U		R		16 P	W	I	
	17 V			V		A					18 C
19 P	I	20 R	P	A	N	J	A	L		21 G	M
	V	O				A			22 O	H	E
23 N	E	R		24 A						U	
	25 K	O	L	K	A	T	A		26 E	M	U

ACROSS

1. INDIAN
4. THANE
6. WR
7. RMS
9. CLW
10. BHOLU
11. HUBLI
13. TOY
15. RB
16. PWI
19. PIRPANJAL
21. GM
22. OHE
23. NER
25. KOLKATA
26. EMU

DOWN

1. IT
2. DURONTO
3. NWR
5. NILGIRI
6. WH
8. MAHARAJA
10. BHEL
12. BJP
14. YUVA
17. VIVEK
18. CME
20. RORO
21. GHUM
24. AK

Mysteries of Himalayas

Shri T.K. Balu
Freelancer

Mysteries From The Himalayas That Will Leave You Perplexed. Mountains have a totally different feel around them especially the Himalayas. A mere sight of the spectacular beauty they behold is enough for one to fall in love with them for eternity.

The snow-clad peaks, the grandeur, the extraordinary weather all make the Himalayas a very tempting place to visit. However, just like a lot of mysterious places, the Himalayas too are deemed to be full of mysteries. In fact, there are a lot of famous mysteries around the place and if you want to know about all of them eagerly then read on and find all the details below.

Gurudongmar River

Drawing its source from the Himalayas this river is located on a high altitude siding the Kangchenjunga mountain. According to legends the land where the river flows were once parched and it remained frozen across the winter season. But as our locals say, there is always a small region of the river that remains unfrozen it is believed to have been touched by the great Buddhist tantric, Padmasambhava to make it easier for the locals around.



Roopkund Lake

The Roopkund Lake is another marvel in the Himalayas, located in Uttrakhand. The absolute beauty of the place is what draws many tourists to the spot, hiking and making their way up to this lake. But apart from the picturesque views that this lake offers, there's a mystery that remains here. Many visitors have acknowledged the presence of a few skeletons on a rock near the lake.



Some say that they belong to soldiers hit by a hailstorm while many believe that this massive mystery is a result of A Goddess's curse to a king family to die this way.

Tiger's Nest Monastery

This is one of the most famous monasteries in Bhutan. Its spectacular location and the breathtaking views it offers make the place one of the must-visit places of the country. Now what is mysterious about this place is the fact that there lies a cave here which is believed to have been the spot where Guru Padmasambhava meditated for three years, three months, three weeks, three days, three hours. And he flew over a tigress to land over this spot and hence the name. The monastery was originally built in 1692 and still stands as a symbol of precarious beauty over the mountain.



Gangkhar Puensum

Gangkhar Puensum is one of the world's highest unclimbed mountains. It has been measured a, lot of times and every time they got a different figure. And the reason behind the mountain remaining unclimbed is believed to be the presence of yetis, Gods and many other creatures that reside here. Along with that, many strange noises, events and mysterious lights have been reported near the mountain.

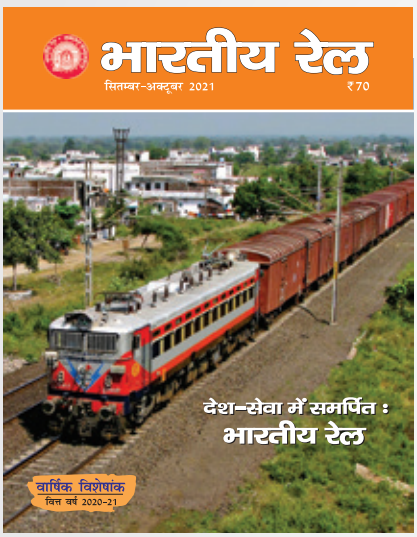


Gyanganj

Known as the 'City of Immortal Beings' it is located in an inaccessible valley of the Himalayas. Noone has ever succeeded at finding its exact location. And Buddhists from Bhutan and India believe that this city is not a place, it's a higher dimension. And it was spotted by sages and worthy souls who wished to stay here for eternity. ■



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Evolving Dimensions of Intermediary Liability in Cyberspace

(Contd. from August 2021)

Dr. Raju Narayana Swamy
IAS

- **2021 Rules and Offending Content**

The 2021 Rules issued under the IT Act 2000 are intended to curb harmful content on social media. Expanding the ambit of the definition of user (under Rule 2(1) (x)), defining the concept of grievance (under Rule 2(1) (j)) and stipulating that an intermediary shall by way of its rules and regulations, privacy policy or user agreement inter alia inform its users that they must not host, display, upload, modify, publish, transmit, store, update or share any information that is defamatory, invasive of another's privacy, libellous, racially or ethnically objectionable etc. are the highlights of the 2021 Rules. In a step up from the 2011 Rules, thus prohibited information now includes content which is published for financial gain but is patently false or information which is aimed at gender based harassment.

Offending content must be taken down within 36 hours of a court order and government notification to do so and government requests for data disclosure need to be met within 72 hours for investigation, detection or prevention of cyber security offences. Intermediaries must disable within 24 hours of a user complaint any content that depicts non-consensual nudity and sexual acts including morphed images transmitted with malicious intent.

Another important change is the requirement to appoint a grievance officer (also prescribed under the 2011 Rules) and publish his name and contact details prominently on its website. Building on the 2011 Rules, the 2021 Rules make it obligatory upon the grievance officer to acknowledge any order, notice or direction issued by a court or a governmental agency or a complaint received from an individual user or victim. Further a complaint must be disposed of within 15 days from its receipt (as opposed to one month under the 2011 Rules).

Significant Social Media Intermediaries are required to create a more accountable take down system, special expedited take down procedures for revenge porn cases, appointment of India based compliance officers (Chief compliance Officer under Rule 4 (1) (a), nodal contact person under Rule 4(1) (b) and Resident Grievance Officer under Rule 4(1) (c)), identification of a physical address for service of legal notices etc. It is also stipulated that an SSMI providing chiefly messaging services must enable the identification of the first originator of the information on its computer resource - a promising way to control malicious information. It must deploy technology based measures (including automated tools) to proactively identify information that depicts any act or simulation in any form depicting rape, child sexual abuse or conduct - whether explicit or implicit. It must also appoint a senior employee, who would be criminally liable for non-compliance. As per Rule 7, an intermediary would forfeit exemption from liability enjoyed by it under the law if it were to fail to observe its obligations for removal /access disablement of offending content despite a court order to that effect. This makes the intermediary liable for punishment under any law for the time being in force (including IPC). On 26th May, 2021, the Government of India issued a circular enquiring about compliance with the rules by all SSMIs.

It is worth mentioning here that while the IT Act did not originally envisage regulation of digital media, the 2021 Rules impose various obligations on digital media entities which carry out systematic business activity of making content available within India. Even foreign news publishers with an online presence in India shall be regulated by the prescribed Code of Ethics.

Technical Challenges in Removing Offending Content

The complexity of this scenario is amply clear from the words of Justice Anup Jairam Bhambhani of the Delhi High Court while delivering a judgement on 20th April, 2021 laying down the procedure for removal of offending content from net:

"The internet never sleeps and the internet never forgets. The true enormity of this fact has dawned over the course of hearings conducted in the present matter when it transpired that despite orders of this Court, even the respondents who were willing to comply with directions issued to remove offending content from the world-wide-web, expressed their inability to fully and effectively remove it in compliance with court directions, while errant parties merrily continued to re-post and read-direct such content from one web site to another and from one online platform to another, thereby cocking-a-snook at directions issued against them in pending legal proceedings..... the Court accordingly perceived that the issue of making effective and implementable orders in relation to a grievance arising from offending content placed on the world-wide-web needed to be

examined closely and a solution to the problem needed to be crafted out so that legal proceedings of the nature faced by this Court did not become futile. The Court cannot permit itself to resign to the cat-and –mouse game of errant parties evading court orders by reposting offending content.....in an act of defiance and contumacy."

Needless to say, migration of content as well as technical feasibility of filtering of defamatory contents pose insurmountable challenges. A classic instance within the framework of which these questions can perhaps be discussed is the Blue Whale Challenge. The notorious game that targetted young children to commit suicide is reported to have originated from Russia and hit India in 2017. The Government of India banned the game from access within the country, but the question of technical feasibility to implement the ban loomed large. For an intermediary, the game was not found on an exclusive website or app that can be blocked, but used encrypted communication channels through social media or direct messaging service. Rendering the social account inactive on pages where it sneaks in was easier said than done.

Through a technique called photo DNA profiling (that uses hash algorithm as it will have the same hash value if the content is same and thereafter can be blocked by contacting the concerned service provider) was suggested, it needed multi-stakeholder action. However, it needs to be mentioned here that such intermediaries on whose sites a third party posts a Blue Whale link would not be held liable unless there is actual knowledge and/or conspiracy/ intention to commit the crime (provided it has followed due diligence norms). Similar were the technical challenges in blocking child pornographic websites despite it being an offence u/s 67 B of IT Act. A silver line in the horizon however is the fact that de-indexing of offending content globally does not require the search engine to take any steps around the world, but only to take steps where its search engine is controlled. This has been reiterated by the Supreme Court of Canada.[1]

Litigations galore

Special reference needs to be made here of the plea moved by one Amit Acharya in the Delhi High Court against noncompliance by Twitter with the 2021 Rules and failure on their behalf to appoint Resident Grievance Officer, Nodal Officer and Chief Compliance Officer. The plea elaborated that as a subscriber and user of Twitter, while scrolling his Twitter on 26th May, 2021 he found allegedly defamatory, false and untrue tweets by two individuals, but found no details of the Resident Grievance Officer on the page and thus was deprived of his statutory right to lodge a complaint. The Delhi High Court observed that the IT Rules if not stayed will have to be obeyed by Twitter India and other such social media platforms. Mention must also be made of a petition filed in the Kerala High Court by Praveen Arimbrathodiyil, a free and open- source software (FOSS) developer and a volunteer member of the Free Software Community of India (FSCI) praying to quash Part II of the 2021 Rules. The petition has been admitted and notice has been issued to the respondents.

In another case filed by Live Law challenging Part III of the Rules, the Kerala High Court restrained the state from taking any coercive action for non compliance thereof. The contention in the petition was that Part III made it mandatory for publishers to comply with a Code of Ethics that was both vague and overbroad and that it imposed unconstitutional three-tiered complaints and adjudication structure upon publishers, which would make the executive both complainant and judge on vital free speech questions involving blocking and taking down of online material. Meanwhile, a petition has been filed in the Delhi High Court by Quint Digital Media Ltd (which runs the digital news website The Quint) challenging the guidelines.

Whatsapp has also moved the Delhi High Court urging to declare Rule 4(2) as unconstitutional, ultra vires the IT Act and illegal and alleging that the Rules allow message tracing without judicial review. The social media giant cautioned that traceability can be spoofed or modified, leading to new ways for people to be framed for things they did not say or do. The plea also stated that citizens will not speak freely for fear that their private communications will be traced and used against them. Journalists could be at risk of retaliation for investigating issues that may be unpopular whereas activists could be targeted for discussing certain rights and criticising policies. Moreover, the traceability clause would force private companies to collect and store who-said-what and who-shared-what data for billions of messages daily just for the requirement of law enforcing agencies. Keeping a fingerprint of every message sent on Whatsapp would break end-to-end encryption and undermine the right to privacy. Traceability inverts the way law enforcement typically investigates crimes and mandates a new form of massive surveillance. However, the Ministry of Electronics and Information Technology was of the viewpoint that Whatsapp's challenge at the very last moment- on 25th May, 2021, the final date of compliance - was an unfortunate attempt to prevent the same from coming into effect.

The Government was also quick to react that the platform will be liable to disclose the originator of the message only for prevention, detection, investigation or prosecution of an offence related to sovereignty and integrity of India, the security of the state or public order. According to Government sources, GoI is committed to ensure right of privacy, but at the

same time it is the responsibility of the Government to ensure national security. GoI therefore contends that none of the measures under the new rules would impact functioning of Whatsapp in any manner and that for common users, there will be no impact.

Conclusion

With the enactment of the 2021 Rules, the Central Government has sharpened and expanded various aspects of the liabilities and obligations cast upon intermediaries to deal with unlawful content. The Rules are broader in scope than the 2018 draft Rules. Faced with the conflicting scenarios presented by social media- its immense popularity on the one hand and the growing concern that the content can be defamatory, deceptive, paedophilic, hateful, inflammatory or otherwise harmful on the other hand, the authorities have stepped in to make sure that the delicate balance does not go wrong by prescribing 16 due diligence steps to be followed by intermediaries.

Recognizing that it is imperative to take immediate action (as any delay could render the same as ineffective and futile), timelines for disablement of access to prima facie unlawful material have been effectively reduced from those specified in the 2011 Rules. Mention needs to be made here that the 2021 Rules specifically provide that offending content may be removed in the first instance, giving to any interested person as specified in Rule 4(8) the liberty to object to such removal and to request for reinstatement of the removed content. This has been provided in the Rules as it affords a more fair and just balance between the irreparable harm that may be caused by retaining offending content on the world-wide-web and the right of another person to seek reinstatement of the content by challenging its removal.

Rule 4(4) requires intermediaries to display a notice to any user attempting to access information identical in content to those that have previously been removed that such information has been access-disabled. The second proviso to Rule 4(4) contemplates implementation by a SSMI of appropriate human oversight of measures deployed under this sub-rule and periodic review of automated tools so deployed.

However, we must also recognize that it is too onerous and impractical for intermediaries to keep a lookout for offending content, particularly when it can resurface in various disguises and corrupted avatars at the instance of mischief mongers on a continuous basis, given the stark reality that a search engine is unable to appreciate the offending nature of content appearing in a different context. Despite these technical difficulties in the backdrop of the internet, it needs to be emphasized that if offending content cannot be completely removed, it can be made unavailable and inaccessible by de-indexing and de-referencing it from the search results of the most widely used search engines. Needless to say, for an order directing removal or access disablement of offending content to be effective, a search engine must block results throughout the world. The need of the hour is to harness technological tools to ensure that anonymity, seclusion of one's own space and privacy which are the hallmarks of cyberspace are not misused – making use of the anarchical nature of the net- to settle scores, at the same time ensuring that freedom of speech is by no means compromised or undermined. The choice before the nation, its lawmakers and citizens is clear.

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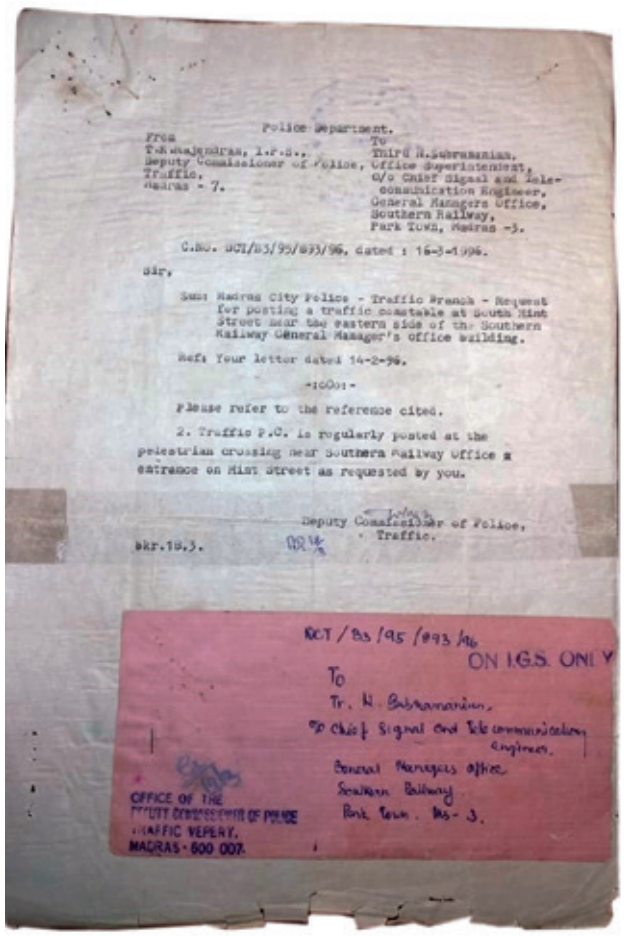
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'Reminiscence'- Unforgettable Events of My Life

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

In our worldly life, we come across with various kinds of 'humans' and 'inhumans' from all the 360 degrees around us and only a very few good people [equally good deeds] 'stay' in our mind and heart. And particularly when we are aged, we have our own infinite and unquestioned 'ME-TIME' to ruminate the unique characters in our reminiscence. Let me share a few significant events from my life both while in service and after retirement.

In 1993, when I was transferred to the office of Chief Signal and Telecommunication Engineer in Southern Railway General Manager's Headquarters Building near the Chennai Central Railway Station, I had a very lovely experience with the Police Department. The South Mint Street at the eastern side and adjacent to our Office was [is] a 'one-way' street and used to be with continuous flow of traffic and it would be in peak during peak hours while there was necessity for thousands of Railway employees and public to cross this road taking risk on their own both in the morning and evening. This 'risky crossing' was going on at this junction for decades and noone appeared to have initiated to do something or somebody's attempt might not have fetched the desired result. Individually I made continuous efforts for nearly three years with my own Railway Police [Chief Security Officer] to check on this by any possible means either on its own or through its counterpart in State Government but miserably failed repeatedly in all my attempts. In the year 1996, one mid-day I noticed a team of Traffic Police Officials at the nearby traffic island controlling sudden flow of traffic. It is said that all people are good as long as our time is good. It was my good time on that day so that I met a good hearted Assistant Commissioner of Police there whom I approached, who listened to my narration patiently and suggested me to take up the matter to the Deputy Commissioner of Police at Chennai Vepery Police Station. Immediately I ran back to my office hardly few meters away and prepared the 'request' letter and handed it over to him within minutes. Simultaneously I sent a copy of the letter by post to the DCP. Unbelievably within a couple of days, we found a traffic police standing both in the morning and evening peak hours to enable us to cross this junction safely. Thereafter, quite surprisingly, the Deputy Commissioner of Police Shri T.K.Rajendran also sent a personal letter [in the box] to me stating "Traffic PC is regularly posted at the Pedestrian Crossing near Southern Railway office entrance on Mint Street as requested by you". Then I sent a 'thanks' card to him by post. After my retirement, due to very nature of ageing, one day, I was turning my old papers and on seeing this DCP's letter, my memories went back to recall my struggle to get it done and his kind response to this layman from his high position. Also, having witnessed the continuity of this safety act still going undisturbed, I had a sudden thought to meet him and put a word of thanks in person and so I went to Vepery Police Station and found that he was then holding the most coveted post of Additional Director General of Police [Law and Order] of Tamil Nadu State. On 18th February, 2015, evening [5.26 PM] I sent a mail to Mr.T.K.Rajendran, sought an appointment just to meet and to put a word of thanks to him for the system's existence. To my surprise, he spontaneously responded so



Police Department.

From
T.K.Rajendran, I.P.S.,
Deputy Commissioner of Police,
Traffic,
Madras - 7.

To
Thiru N.Subramanian,
Office Superintendent,
C/o Chief Signal and Tele-communication Engineer,
General Managers Office,
Southern Railway,
Park Town, Madras -3.

C.No. DCT/Rc/95/893/96, dated : 16-3-1996.

Sir,

Sub: Madras City Police - Traffic Branch - Request for posting a traffic constable at South Mint Street near the eastern side of the Southern Railway General Manager's office building.

Ref: Your letter dated 14-2-96.

-:000:-

Please refer to the reference cited.

2. Traffic P.C. is regularly posted at the pedestrian crossing near Southern Railway Office & entrance on Mint Street as requested by you.

Deputy Commissioner of Police,
Traffic.

bkr.18.3.

DCT/Rc/95/893/96
ON I.G.S. ONLY
To
Tr. N. Subramanian,
C/o Chief Signal and Telecommunication Engineer,
General Managers office,
Southern Railway,
Park Town, Rs-3.

OFFICE OF THE
DEPUTY COMMISSIONER OF POLICE
TRAFFIC VEPERY,
MADRAS-600 007.

cordially as follows on the same night [11.08 PM) "You can meet me on 20-2-2015 at 12.00 Hrs.in my office. You may use the lift to come to my office on first floor". This, his mankind respecting my old age touched my heart. My pleasure got doubled when I went to his office exactly at 11.50 Hrs. on the appointed day and sent his mail copy through his PA. He honoured me to call immediately without making me to wait even for a minute despite a large number of people including many high officials of his own Department were waiting outside his Chamber since morning. When I entered his room, he rose up from his seat and invited me to sit and expressed his happiness of my meeting him remembering his good act even after so many years. He was so polite, receptive and spared his valuable time for nearly thirty minutes amidst busy schedules with so many telephones around him ringing continuously. Then he came out with me up to the door and sent me out respectfully. In the wake of vanishing mankind and respect to elders, this event gave me immense pleasure and his 'humane' way remains ever green in my memories. This is a proof for: "It is not important which post we occupy, but what we are doing in that post is more important so as to make the post proud of us than our own feeling of being proud of the post"

From 1975 to 1982, it was a seven and a-half years [Ezharai Nattu Sani in Tamil] fight for my right seniority with Southern Railway Headquarters. We were four clerks identically affected, while my three seniors entered Railway Service in 1961 and I got my appointment in 1964. All of us having been appointed in an extra-divisional construction unit of District Signal land Telecommunication Engineer [DSTE]/Power Signalling – renamed later as 'Remodelling', which was then under direct administrative and technical control of Headquarters Signal and Tele-communication Department [but all our appoint-ment orders were issued by Divisional Superintendent/ Royapuram (now Madras/Chennai) inadvertently] had our genuine claim of our lien and seniority with Headquarters. As usual, our request was turned down on every occasion of our representations since 1975. Suddenly, all my three seniors found a novel way to represent separately under their 'SC' status banner and naturally succeeded. So, I continued the struggle individually from then on and represented continuously only to get a negative reply repeatedly. Atlast, in 1982, as efforts never fail, one Head of the Department of my Signal and Telecommunication Branch [S&T Br.] well understood the reasonableness of my case and supported me. Simultaneously, there was an Assistant Personnel Officer [APO] who stood by my side realising the merit of the case that demanded a just and fair reward. This APO with an inborn quality of helping attitude differed from his colleagues by maintaining an excellent policy "to stand on the other side of the table to examine a grievance in its right perspective". Thank God, I was able to give a sigh of relief after having suffered mental stress and strain for exactly 7½ years [thus escaped from the 'Lifetime Sani'] when my due seniority was finally accorded in May, 1982. He solved this problem quite simply without linking the past 'ifs', 'buts' and 'so what' etc. One fine morning he released a very ordinary note with practical wisdom in just two supporting lines i.e., "Providing seniority to this employee in HQ. Unit will not affect the promotional opportunities of others in the unit to an alarming extent; Whatever be the reason for such omission in the past, this could be set right now by arriving at the notional seniority" to the Chief Personnel Officer and put a big full stop to the issue that was dragged for seven and half-a-years for no valid reason and got it approved on the very same day, viz., 18-5-1982. I have understood that positive persistence is the key when it comes to overcoming setbacks and odds in our life's journey. It is certain that God helps those who help themselves and there is no substitute for hard work while our will-power surely takes us far. 'Ezharai Sani' - a bad phase of life [according to astrology] - will go away for everyone after seven-and-a-half years. I am grateful to the Almighty that it did not become a 'Lifetime Sani' which would have continued me forever.

Our association with every individual is always unique in one or other way. [It is a different matter that it is human nature that we could even forget those who helped us but couldn't forget those who disturbed our life]. As is known to all my friends, I do keep in contact with all those known people (who also will reciprocate) atleast once in six months without disturbing much. I am maintaining this habit since 1964. The above mentioned HOD, after retirement had a major problem existing in his pension dues and it was kept dragging for over two to three years with Indian Bank. It was my good luck that he informed me about this and here below is given what happened next: On a particular day somewhere in 2008 or so, I was able to reach the Indian Bank's Centralised Pension Processing Centre [CPPC] around the lunchtime and naturally, I hesitated to approach immediately the Officer in-charge against whose 'glass fitted-see through' room, the visitors' sofa was there and I sat for a while to wait till the lunch time was over. But having noticed my presence, this Officer who was

the Additional General Manager, came out and enquired about the grievance. Though I told him that I could wait till he finished his lunch, he insisted to reveal the problem. With one of his assistances, he sat before the computer and started the job. It took nearly three hours and after solving the problem, he gave me the pensioner's pass book duly recording the credit made then to the tune of around three lakhs. All this they did without taking their lunch which they had only after completing this work by 4 O' clock. I was really wonder struck over his spontaneous response through a result oriented action so quickly. Rather I was about to swoon telling him that if there were four or five people like him in Railways, it would have become a heaven on earth. This event became an un-forgettable one in my life and I have proudly narrated about his great gesture and his golden words "I am now in service and able to help and so I should avail this golden opportunity. After my retirement no one will come to me seeking this kind of help and I too can't do" to innumerable people both inside and outside Railways and almost in all CPPCs. [His evergreen words are always ringing in my ears to advise many people gifted with coveted posts to follow suit]. Thereafter we became good close friends. After his retirement also, he was honoured by the Railway Pensioners' Samaj for the second time, when he openly announced on the 'Dias' that "Subramanian is my Guru to lead a useful life after retirement" [Yes, I showed him the way to go back to his school where he did his primary education and offered study materials.] Likewise, I contacted the 80 + widow of the above mentioned APO [retired as Dy.CPO] and came to know that she was not even aware of the 7th.Pay Commission's impact on her family pension. I went to her residence, collected the available records and after obtaining the PPO copy from our HQ, arranged the Pension arrears effecting the revision of pension from State Bank of India in July, 2018. Then once again I followed her case for revision of pension after taking into account the 'Charge Allowance' and arranged the due arrears in September, 2020. Now it is going well and I am blessed by her. There is a Tamil moral poem which says that we should be waiting for an opportunity to help those who helped us. By God's grace, I got it in these ways. From the bottom of my heart, I pray the Almighty to bless the departed souls to RIP.

Coming to the end of this article, here is a post-amble about myself so that the above messages could be understood in their true spirits. My 'PASSION': Doing a small [non-controversial] non-reciprocal help in the holy field of EDUCATION at Grass Root Level; My 'CONCERN': Solving pension grievances of our Railway Retired Fraternity through PSAs [Railways] and PDAs [Banks' CPPCs] and My 'HOBBY': Writing articles for 'Indian Railways'/New Delhi, 'Railway Pensioners National Digest'/Palakkad, The Hindu 'Open Page' & 'Downtown,' 'Grass Roots'/Press Institute of India, Dignity Dialogue, Harmony India, etc..

Few comedy disposals to my grievances, while it is an undisputed fact that I am a retired employee of Southern Railway.

- My grievance sent to DOPPW was forwarded to Eastern Railway on 16 August, 2016;
- My another grievance registration to DOPPW was responded that "DOPPW deals with grievances of Central Government Pensioners. This being the case of State Government , it has been sent to concerned State Government on 30 November, 2016";
- My another grievance sent to DOPPW was forwarded to South Central Railway on 19 July, 2017;
- Response to my grievance registration to 'NIVARAN' is thus: "Restoration of commutation on completion of 15 years is automatic and to be done by Pension disbursing Authority that is Bank, where Pension is drawn. Necessary authorisation in this effect has already been provided in the PPO. Hence you are advised to contact the PDA (Bank) or CPPC of the Bank in this regard.) ■

Kind Attention

AUTHORS

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

UNITING INDIA THROUGH THE TASTE BUDS

State of the month :

PUNJAB

CHOLE

TRADITIONAL PUNJABI DISH

Smt. Rekha Chhabra

MATERIALS

Chickpeas/ White chana	2 Cups (soaked overnight or 6-7 hours)
Oil	3 table spoon
Onions	2
Tomatoes	2
Green Chillies	2
Garlic	7-8 cloves
Ginger	2 inch
Cumin seeds	2 spoon
Hing	¼ spoon
Cinamon	2 inch
Black cardamons	1
Black pepper whole	6 – 7
Bay leaves	1
Salt	2 teaspoon or as per taste
Turmeric powder	½ spoon
Kashmiri Mirch	1 spoon
Dry mango powder (Amchoor)	1 spoon
Coriander Powder	2 spoon

Coriander leaves and grated ginger for garnishing



In a pressure cooker boil the soaked chickpeas with 2 spoon salt and enough water in it. Boil it for 15-20 minutes. Check them after boiling if they are soft enough it means they are ready to cook.

Take a pan and roast the dry masalas in it (cumin, bay leaf, cinnamon, cloves, black cardamons, papper). Roast them until brown. Grind the roasted masala and keep the mixture in a bowl.

Take onions, tomatoes, garlic, ginger and green chillies and blend them in a blender and make a paste.

Take a pan or kadahi, add 3 tablespoon oil, after it heats add a pinch of hing and add tomato-onion mixture in it. Keep stirring and fry it for 8 to 10 minutes. After the oil starts to leave the surface, add dry roasted masala powder in it. Stir well and make sure that the paste do not stick to the pan or kadahi. Add Kashmiri mirch, coriander powder, amchoor and stir. Cook for 2-3 minutes. Now add chickpeas and mix well. Now add 2-3 cup water and stir again. Boil it for 10-12 minutes on low flame. Mash some chana with back side of spoon this will help the gravy to thicken. Garnish Chole with fresh coriander leaves and grated ginger and enjoy Punjabi Chole with Puri or Bhature. ■

Readers are requested to send their SUGGESTIONS / FEEDBACK to feedbackindianrailways2021@gmail.com

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