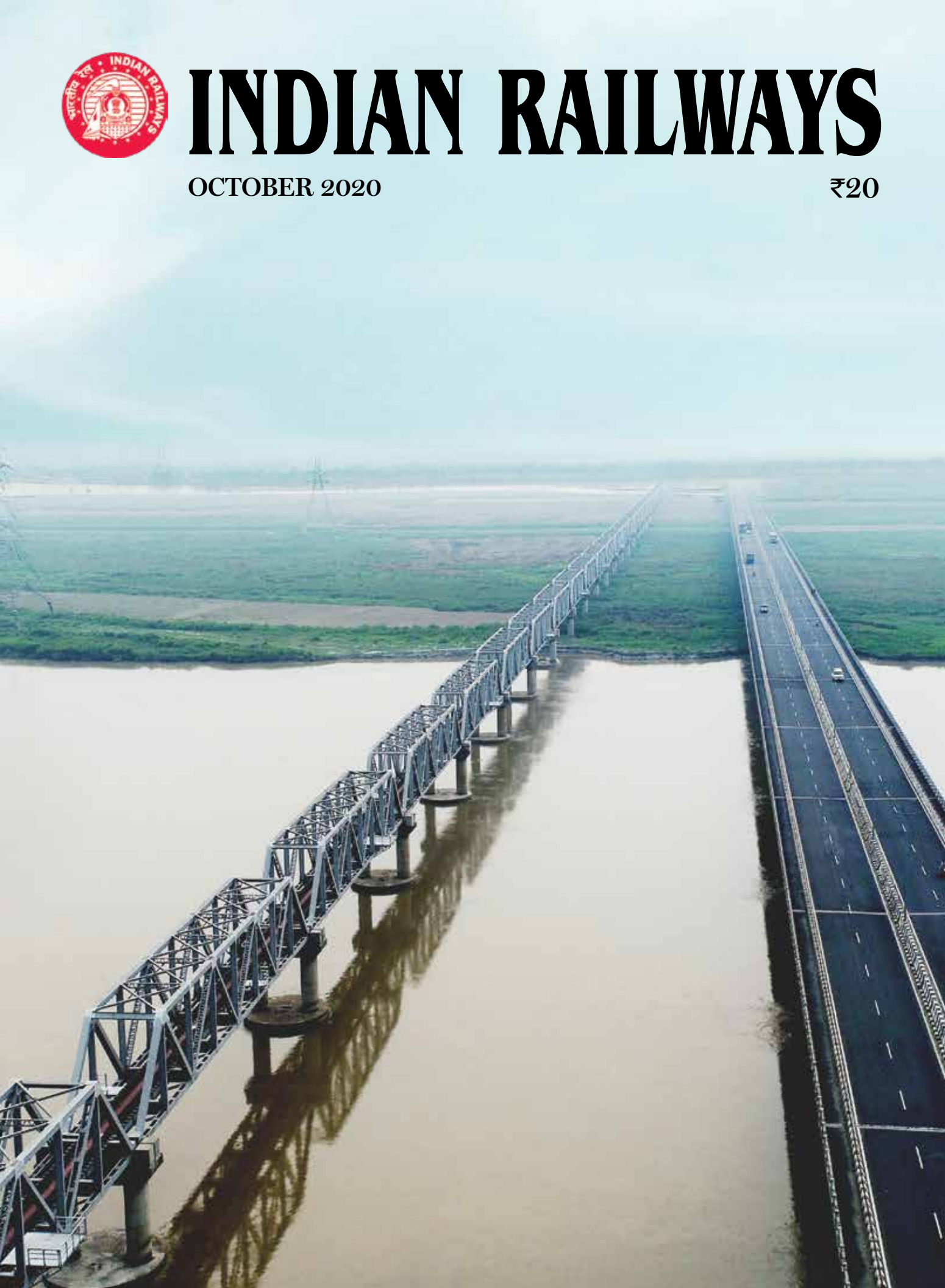
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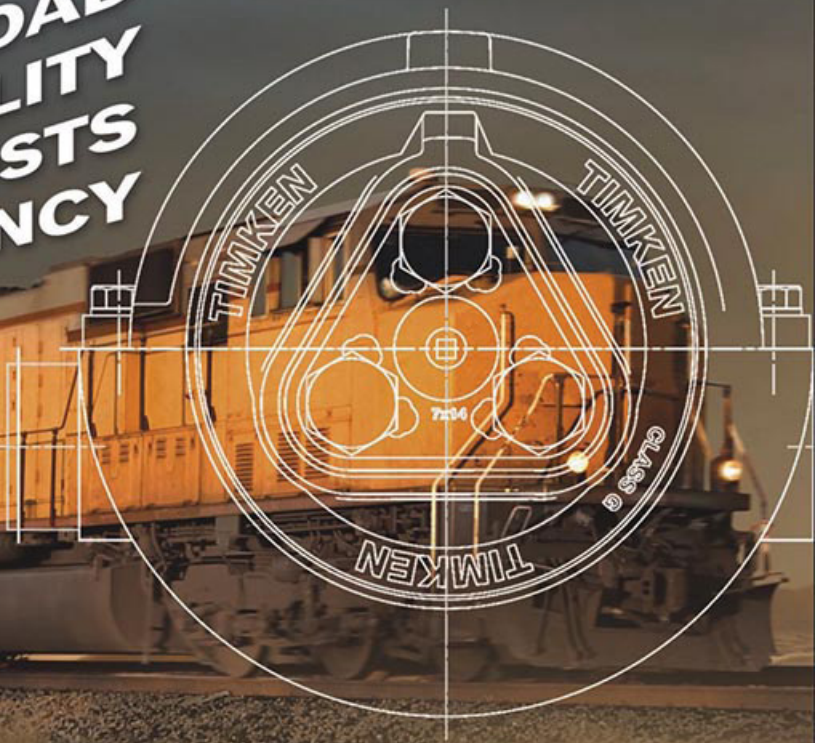
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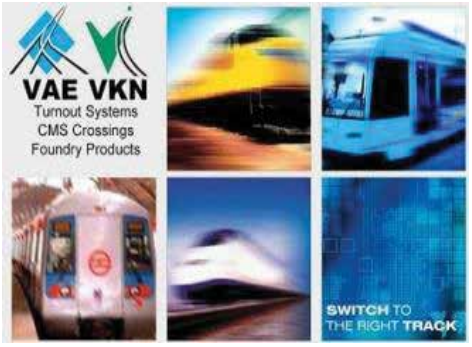
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October 2020 Vol. 64 No. 7

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A view of Kosi mega Rail Bridge in Bihar

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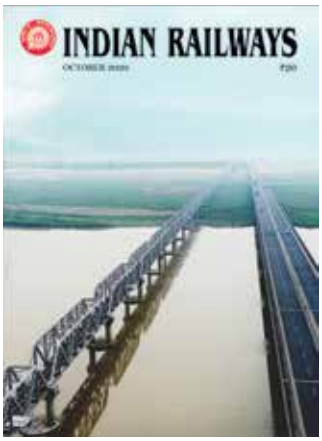
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Editorial

The famous British author, A.G. Gardiner once lamented the fall in standards of letter writing of common people. To put it in his own words, "In the great sense letter-writing is no doubt a lost art. It was killed by the penny post and modern hurry. When Madame de Sevigny, Cowper, Horace Walpole, Byron, Lamb, and the Carlyles wrote their immortal letters the world was a leisurely place where there was time to indulge in the luxury of writing to your friends. And the cost of franking a letter made that letter a serious affair. If you could only send a letter once in a month or six months, and then at heavy expense, it became a matter of first-rate consequence." That was way back in the first half of the twentieth century. Gardiner's comments in today's context would have been even more interesting. From the era of 'penny post' we have post-graduated to an era of short text messaging service, popularly known as SMS, and the grammar and spellings used in our day to day messages would make Gardiner squirm in his grave.

Good writing skill comes from the habit of reading good literature. Today very few of us have the time to read. Writing is practiced by even fewer. Stress, uncertainty, distance between home and work-place, paucity of time have restricted our reading habits mostly to the headlines of the morning dailies. Writing seems to be a luxury affordable only by retired folk. In such a backdrop when we receive quality articles form authors whether from within or outside Railways it comes as a pleasant surprise to us. As Railwaymen, it is indeed a matter of immense pride for us that we have so many good writers in our fraternity. This issue contains quite a few jems of articles we have received from these authors. We encourage all our readers to practice writing and at least keep writing letters to the editor on a regular basis.

We have been receiving complaints of non-receipt of magazines in time during the lockdown and part of the unlock period also. We apologise to all our readers for the delay that took place during the last 4/5 months due to reasons entirely beyond our control. Things are back on track now and hopefully there won't be any more glitches in the magazine delivery system.

Hon'ble Minister of State, Late Suresh Angadi left for his heavenly abode on 23rd of last month. We are still in a state of shock and disbelief. He was a great source of inspiration for our magazine. We pray to the almighty to rest his soul in peace. Here we would also like to remind our readers that the corona crisis is far from being over. At every step we have to exercise caution. The warning becomes all the more relevant in view of the chain of festivals to be celebrated during the next couple of months. Stay healthy, stay safe. The magazine conveys its best wishes to all its readers for the upcoming festivals. ■

Prime Minister Dedicates the Historic Kosi Rail Mahasetu to the Nation

- **PM inaugurates New Rail Lines and Electrification Projects in Bihar for the benefit of passengers**
- **PM lauds Railways for working tirelessly during COVID times**
- **Lauds Railways for achievements in electrification, cleanliness initiatives, introduction of Kisan rail and for elimination of unmanned level crossings**

The Prime Minister Shri Narendra Modi dedicated the historic Kosi Rail Mahasetu to the Nation and inaugurated new Rail Lines and Electrification Projects in Bihar for the benefit of passengers through video conference.

Speaking on the occasion, Prime Minister Shri Narendra Modi said a new history has been created in the field of rail connectivity in Bihar. He said projects worth about ₹ 3000 crore like inauguration of Kosi Mahasetu and Kiul Bridge, electrification projects, promotion of Make in India in Railways and a dozen of new job creating projects are launched today. These projects will not only strengthen Bihar's rail network but also strengthen West Bengal and Eastern India's rail connectivity.

Shri Phagu Chauhan, Governor of Bihar, Shri Nitish Kumar, Chief Minister, Bihar, Central Ministers, Shri Piyush Goyal, Minister of Railways and Commerce & Industry, Shri Ravi Shankar Prasad, Minister of Law and Justice, Communications, Electronics and Information Technology, Shri Giriraj Singh, Minister of Animal Husbandry, Dairying and Fisheries, Shri Nityanand Rai, Minister of State for Home Affairs and Shri Sushil Modi, Dy Chief Minister, Bihar joined the historic occasion.

Apart from Kosi Rail Mahasetu Bridge, the Prime Minister also inaugurated other rail projects related to passenger facilities for the benefit of the Bihar State. These include

- New Electric Locomotive Shed at Barauni
- A new railway bridge on the Kiul River,
- 5 Electrification projects: Muzaffarpur – Sitamarhi, Katihar–New Jalpaiguri, Samastipur-Darbhanga-Jaynagar, Samastipur-Khagaria, Bhagalpur- Shivnarayanpur Sections.
- Karnauti- Bakhtiyarpur link bypass and 3rd line between Barh-Bakhiyarpur
- New bridge on River Kiul and Electric Interlocking

The Prime Minister congratulated the people of Bihar for the new and modern facilities which would benefit the railway passengers of Eastern India including Bihar. He said many parts of Bihar are cut off from each other due to many rivers crisscrossing the state and people have to perform long journeys due to this. He said four years ago, construction of two Mahasetu was started in Patna and in Munger, to solve this problem. Now due to the commissioning of these two rail bridges, the travel between North and South Bihar has eased and this has initiated a new momentum for development especially in North Bihar.

The Prime Minister said a severe earthquake which occurred eight and a half decades ago isolated the Mithila and Kosi region and it is a coincidence that both the regions are being interlinked in the midst of a pandemic like Corona. He added that today the Supaul-Asanpur-Kupha rail route is dedicated to the nation due to the hard work of the migrant labourers who were also involved in the construction of the bridge. He said this new Kosi rail line was envisaged in 2003 when Shri Atal Bihari Vajpayee was the Prime Minister and Shri Nitish Kumar was the Railway Minister, to overcome the problems of the people of Mithila and Kosi region. He said this project was fast paced during the present Government and work has been completed on Supaul-Asanpur Kupaha route using modern technology.

The Prime Minister said today a new rail service commencing between Supaul-Asanpur via Kosi Mahasetu will greatly benefit the people of Supaul, Araria and Saharsa districts. This would also make an alternative rail route to the people of the North East. He said with this Mahasetu the journey of 300 km is reduced to 22 km and will also promote business and employment in this entire region. He said this would save both time and money of the people of Bihar.

The Prime Minister said like Kosi Mahasetu, a new rail route on Kiul River with the electronic interlocking facility trains will be able to run at the speed of 125 kms per hour on this entire route. He added electronic interlocking will ease the movement of trains on the main line from Howrah-Delhi and will provide relief to unnecessary delays and travel would be safer.

The Prime Minister said for the past 6 years, efforts are being made to shape the Indian Railways as per the aspirations of a new India and fulfill the expectations of a 'AtmaNirbhar Bharat'. He said today Indian Railways is cleaner than ever before. He added Indian Railways have been made safer than ever by eliminating unmanned rail crossings from the broad gauge rail lines. He said the speed of Indian Railways has increased. Made in India trains like Vande Bharat are a symbol of self-reliance and modernity and are becoming part of the rail network.

The Prime Minister said Bihar is reaping huge benefits due to the modernization efforts in railways. In the last few years, to promote Make in India, Electric loco factory has been set up in Madhepura and Diesel loco factory in Marhaura. In both these projects, almost ₹ 44000 crore have been invested. He said people of Bihar would be proud that the most powerful electric locomotive in India - 12000 horsepower locomotive is manufactured in Bihar. Bihar's first loco shed has also started functioning which would maintain electric locomotives.

The Prime Minister said almost 90% of the rail network in Bihar has been electrified. He added that in Bihar over the period of last 6 years, more than 3000 kms of railways have been electrified. He said only about 325 km of new rail lines were commissioned in Bihar in the 5 years before 2014 whereas about 700 km of new rail lines were commissioned in Bihar in the 5 years after 2014 which is almost double the distance constructed earlier. He added another 1000 km of new rail lines are

under construction. The Prime Minister said with the introduction of Hajipur - Ghoswar - Vaishali rail line, Delhi and Patna will be connected by direct rail service. This service will give a lot of boost to tourism in Vaishali and new jobs will be created. He said work on dedicated freight corridors is going at a faster pace and about 250 km length of the corridor would fall in Bihar. After this completion of this project, the problem of delay in passenger trains will be reduced and the delay in the movement of goods will also be greatly reduced.

The Prime Minister lauded the railways for working tirelessly during the crisis of Corona. He said Railways played a prominent role in providing employment to migrant labourers and also bringing them back through Shramik Special Trains. He said the country's first Kisan rail was introduced between Bihar and Maharashtra during the Corona period.

Speaking on the occasion, Minister of Railways and Commerce & Industry Shri Piyush Goyal said that Completion of Kosi Mahasetu has been achieved under the guidance of Prime Minister Shri Narendra Modi . He said that Maha setu will act as catalyst to the growth of agriculture and economy of Bihar.

The Minister said that Indian Railways is determined to contribute to the growth of Bihar.

Speaking on the occasion, CM Bihar, Shri Nitish Kumar thanked Indian Railways for completion of project and taking up other development of initiatives in the state. CM Bihar especially thanked Railways for helping the natives of Bihar in coming back to their homes through running of trains for them in adverse circumstances.

The dedication of the Kosi Rail Mahasetu is a watershed moment in the history of Bihar and the entire region connecting to the North East. In 1887, a meter gauge link was built in between Nirmali and Bhaptiahi (Saraigarh). During the heavy flood and severe Indo Nepal earthquake in 1934, the rail link was washed away and thereafter due to meandering nature of river Kosi no attempt was made to restore this Rail link for long period.

The Kosi Mega Bridge line project was sanctioned by Government of India during 2003-04. The Kosi Rail Mahasetu is 1.9 KM long and its construction cost is ₹516 Crore. This bridge is of strategic importance along the India-Nepal border. The project was completed during the COVID-Pandemic where the migrant labour also participated in its completion.

The dedication of this project will fulfil the 86 year old dream and the long wait of the people of the region.

Along with the dedication of the Mahasetu, the Prime Minister also flagged off the Supaul-Raghopura DEMU train from the Supaul Station. Once the regular train service begins, this would prove to be highly beneficial to the Supaul, Arariya and Saharsa districts. It would also make it easy for long distance travel to Kolkata, Delhi and Mumbai for the people of the region. ■

Minister of State of Railways Shri Suresh Angadi Reviewed Freight Related Performance of Northeast Frontier Railway

Shri Suresh Angadi, Minister of State of Railways reviewed the freight loading / unloading performance of Northeast Frontier Railways through video conferencing with the General Manager Shri Sanjive Roy on 9th September, 2020. All Divisional Railway Managers of NFR were also present through video conferencing during the occasion.

GM/NFR made a brief presentation to MoS(R) covering all the aspects of freight movement till August, 2020. As Northeast Frontier Railway is basically a railway where there is more unloading of goods than loading; the performance of NFR in regards to unloading vis-a-vis to loading was discussed in the video conference.

During the online discussion Hon'ble MoS(R) appreciated the efforts being made by NFR to increase loading by attracting new traffic movement through railways. It may be mentioned here that in spite of the pandemic situation and absence of big industrial production houses in NE region, NFR managed to increase loading of some materials during April – August segment of the current year in comparison to the same period of last year. Minister of State of Railways during discussion advised to give more impetus to loading of locally grown products like tea, bamboo, pineapple, ginger etc apart from other agricultural and non-agricultural products which are having good demands in other parts of the country.

GM/NFR apprised Minister of State of Railways that team of officers and staff of NFR have made relentless efforts to increase movement of freight and about the result of the initiatives taken by the Business Development Units (BDUs) of NFR. This includes loading of 13 freight loaded rakes of food grains from Katihar division to Bangladesh (earlier used to be moved by road). Stone chip loading from Alipuduar division to Digaru and from Panchgram & Sribar to Jirania has started thereby generating revenue.

GM/NFR informed that to improve the scenario, a total of 14 nos. new locations have been opened for loading and un-loading of freight during the month of August 2020. Facilities at goods shed have also been improved resulting into speedier loading/ unloading of goods trains. As a result of this in the month of August 897 freight trains were unloaded in NFR in comparison to 722 rakes during the corresponding period of last year, thereby showing an increase of about 24.2%.

Minister of State of Railways congratulated GM and the team of officers and staff of NFR for their efforts towards increase of freight movement, increase in average speed of goods train and bringing in new traffic streams. Hon'ble Minister said that Railway is working tirelessly towards the clarion call given by Hon'ble Prime Minister for Atmanirbhar Bharat. ■

RAJYA SABHA

Conversion of Passenger Compartments into Isolation Wards

5601 coaches have been converted into Covid Care Centers by Indian Railways (IR) in the months of March, April, May and June of 2020 to combat Corona virus pandemic. The Zonal Railway wise details of the conversion of these coaches are as under:

S.No.	Zonal Railways	Coaches converted into isolation coaches
1	Central Railway	482
2	Eastern Railway	381
3	East Central Railway	269
4	East Coast Railway	262
5	Northern Railway	897
6	North Central Railway	141
7	North Eastern Railway	217
8	Northeast Frontier Railway	315
9	North Western Railway	266
10	Southern Railway	573
11	South Central Railway	486
12	South Eastern Railway	338
13	South East Central Railway	111
14	South Western Railway	320
15	Western Railway	410
16	West Central Railway	133
	Total	5601

As per guidelines issued by the Ministry of Health and Family Welfare, these special train coaches are to be used by the State Governments only after they have exhausted their own medical facilities. As on date, 813 coaches have been provided by IR as requisitioned by the State Governments (De1hi-503, Uttar Pradesh-270 and Bihar-40). For conversion of these coaches into Covid Care Coaches, minor modifications like removal of middle berth and conversion of one toilet into shower room was carried out with provision of medical facilities and other items. The average cost of carrying out modifications and provision of medical facilities including oxygen cylinders and other items is approximately ₹60,000 per coach. Average expenditure of approximately ₹7,000 has been incurred per patient in the covid care coaches. ■

Blueprint for Increasing Speed of Trains

The average running speeds of trains on railway systems depend upon various factors, such as, type of track structure, signalling systems, motive power, type of rolling stock, network congestion, etc. Some of the international railway systems, such as the Shinkansen in Japan and the TGV system in France, have dedicated networks of high speed railway lines with maximum speeds over 300 Kmph. The average running speeds of all categories of trains across different railway systems abroad are not compiled. Indian Railways has a heterogeneous system with freight trains and passenger carrying trains being operated on common tracks, with a very high level of capacity utilization. During the financial year 2019-20, the average speed of premium trains (Rajdhani, Shatabdi, Duranto and Vande Bharat) was above 70 kmph, Superfast trains was above 55 kmph, Express services was above 50 kmph and that of freight trains was 24 kmph. However, during the current financial year, i.e. 2020-21, the average speed of freight trains has increased to 46.71 kmph. With a view to increasing the speeds of trains and ensuring timely running of trains including goods trains, Indian Railways has initiated several measures for upgrading the infrastructure, modernizing the rolling stock and for streamlining operations. The blueprint for increasing the speeds of trains on Indian Railways include the following:

- Increasing the track speeds on trunk routes to 130 Kmph.
- Enhancing the speed potential of Golden Quadrilateral and its diagonal to 160 Kmph. Accordingly, 160 Kmph projects on the Delhi-Mumbai and Delhi-Howrah sectors are already sanctioned.
- Discontinuance of manufacturing of Integral Coach Factory (ICF) design coaches with Maximum Permissible Speed of 110 Kmph and enhanced manufacture of Linke Hofmann Busch (LHB) coaches with Maximum Permissible Speed of 160 Kmph.
- Introduction of modern signaling system such as Train Collision Avoidance System (TCAS), etc.
- Accelerated removal of Permanent Speed Restrictions, construction of Road Over Bridges and Road Under Bridges to eliminate level crossing gates.
- Replacement of conventional trains with Mainline Electric Multiple Units (MEMUs).
- Right powering of trains especially freight trains.
- Zero Based Time Tabling to remove inefficiencies in the time table, uniform allocation of maintenance and traffic allowances, compaction of train running and creation of separate freight corridors to increase the speed of Freight trains. ■

Upgradation and Modernization of Ayodhya Railway Station

A work namely 'Ayodhya-Redevelopment of station and circulating area etc. in connection with development of stations of religious & cultural importance' is sanctioned. The cost of the work is ₹ 104.77 Crores. A total expenditure of ₹ 20.61 Crores has been incurred. The outlay for F.Y. 2020-21 is ₹ 18.16 crores. The executive agency for the project is M/S RITES Ltd. The scope of the work includes provision of new station building, two new modern foot over bridges, improvement to all existing platforms, development of existing circulating areas, improved signages, etc. The work is in progress and is planned to be completed during the financial year 2021-22. ■

SHRAMIK TRAINS

Keeping in view the urgent requirement of movement of stranded persons Shramik specials were organized in a mission mode. These Shramik specials were organized as trains on demand, as and when State Governments requisitioned these trains, in accordance with the protocol and guidelines given by the Government. In all, 4621 Shramik Special have been operated between 1st May, 2020 to 31st August, 2020 carrying 63.19 lakh stranded passengers to their home states. There is no pending demand for Sharmik specials w.e.f 31.08.2020. The State-wise break up of Shramik train services so operated is as under:-

OUTGOING TRAINS FROM STATES

State	Number of trains
Gujarat	1033
Maharashtra	817
Punjab	429
Bihar	294
Uttar Pradesh	376
Delhi	259
Tamil Nadu	292
Karnataka	295
Telangana	166
Rajasthan	131
Kerala	190
Haryana	101
Andhra Pradesh	69
Other States	169
Total	4621

INCOMING TRAINS TO STATES

State	Number of trains
Uttar Pradesh	1726
Bihar	1627
Jharkhand	222
Odisha	244
West Bengal	284
Madhya Pradesh	129
Chhattisgarh	95
Assam	103
Rajasthan	55
Manipur	22
Other States	114
Total	4621

Replacing Railway Level Crossings with Flyovers

Government proposes to replace Level crossings (LC) in the country with Road Over Bridges (ROB) on cost sharing basis with State Govt, if Train Vehicle Unit (TVU) of LC is more than one lakh. Road under bridges (RUB) are provided to replace the level crossing, wherever technically feasible.

Total 2834 LCs were replaced by ROB/RUBs between 01.04.2015 till 31.03.2020.

Total expenditure of ₹15628 Cr. has been made towards replacement of LCs by ROB/RUBs from 01.04.2015 till 31.03.2020.

During the current year, an allocation of ₹3575 Cr. has been made for ROB/RUBs. Total 7785 LCs are sanctioned for replacement by ROB/RUB, which are in various stages of progress.

Railways, in a mission mode, eliminated all Unmanned Level Crossings (UMLCs) on Broad Gauge (BG) by 31.01.2019. UMLC on Meter Gauge (MG) and Narrow Gauge (NG) routes, wherever found feasible, will be eliminated along with Gauge conversion projects. ■

Setting Up of Solar Panel in the Vacant Land of Railways

Indian Railways (IR) has planned to set up solar plants on its vacant land and along the tracks. As a part of this initiative, 4.7 Mega Watt (MW) land based Solar plants have already been commissioned. Action has been taken for installation of Solar power projects on unused Railway land at following locations:

i. 50 Mega Watt (MW) at Bhilai (Chhattisgarh).
ii. 2 MW at Diwana (Haryana).

To further proliferate solar plants, IR has planned to install solar plants of 20 Giga Watt (GW) capacity by the year 2030 by utilizing its vacant land and to begin with, bids for 3 GW solar plants on vacant railway land parcels and land parcels along the railway track have already been invited. ■

Railway Projects

Indian Railway's network straddles across various state boundaries. Indian Railways has taken up 513 Railway Projects (New Line, Gauge Conversion and Doubling works). These projects are in different stages of planning/sanction/execution. The project-wise details including cost, expenditure and outlay are available in public domain on Indian Railways' website i.e. www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget) >Railways> Pink Book (year) >Railway-wise Works, Machinery & Rolling Stock Programme.

Completion of Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, etc. and all these factors differ from project to project and affect the completion time of the project(s). Average Annual Budget allocation for Infrastructure and Safety works during 2014-19 has increased to ₹ 26,026 crore per year from ₹ 11,527 crore per year (during 2009-14), which is 126% more than Average Annual Budget allocation of 2009-14. The Budget allocation during 2019-20 has further increased to ₹ 39,836 crore which is around 245% more than Average Annual Budget allocation of 2009-14 and is also the highest ever expenditure in any financial year for Infrastructure and Safety works. ■

Railway Track Electrification

Ministry of Railways has planned for 100% electrification of its Broad Gauge (BG) routes by December, 2023. Railway projects are not confined to State/Union Territories (UT)/Districts. However, zone wise details of Railway Electrification as on 01.04.2020 are as under:-

Zonal Railways	Total BG Route Kilometer	Electrified Route Kilometer	Balance Route Kilometer As on 01.04.2020
Central	3,853	2,928	925
East Coast	2,774	2,774	0
East Central	3,883	3,336	547
Eastern	2,804	2,235	569
North Central	3,222	2,569	653
North Eastern	2,994	1,738	1,256
Northeast Frontier	4,112	319	3,793
Northern	7,057	4,816	2,241
North Western	5,083	1,801	3,282
South Central	6,058	3,744	2,314
South East central	2,099	1,863	236
South Eastern	2,713	2,392	321
Southern	4,834	3,381	1,453
South Western	3,566	731	2,835
West Central	3,010	2,525	485
Western	4,805	2,578	2,227
METRO Railway	27	27	0
Konkan Railway Corporation Limited	737	109	628
TOTAL	63,631	39,866	23,765

To expedite electrification of railway lines in the country, various steps have been taken including award of large size Engineering Procurement and Construction (EPC) contracts, better project monitoring mechanism, assured/committed funds through 'Extra Budgetary Resource (Institutional Finance), decentralization of powers to field units, utilisation of technology etc.

Modernisation of Railway Stations

The work of redevelopment is in advanced stage at Gandhinagar (Western Railway) and Habibganj (West Central Railway) railway stations. Re-development works are in progress at Gomtinagar (North Eastern Railway) and Ayodhya stations (Northern Railway). Contracts have been awarded for redevelopment of Anand Vihar (Northern Railway), Bijwasan (Northern Railway) and Chandigarh (Northern Railway) railway stations.

Station redevelopment is planned by leveraging real estate potential of sparable land and air space in and around the stations, through private participation.

The selection of developer is done following a transparent and competitive bidding process.

Recently, Request for Qualification (RFQ) was invited for redevelopment of eight railway stations viz. Nagpur, Gwalior, Amritsar, Sabarmati, Nellore, Puducherry, Dehradun & Tirupati on Public Private Partnership (PPP) mode.

Private developers have shown interest and accordingly, RFQ applications for all 8 stations have been received.

Ministry of Railways has not signed Memorandum of Understanding (MoUs) with any foreign country in this regard,

LOK SABHA

Initiatives in PPP to boost Railway Infrastructure

There is no proposal to privatise the Indian Railways (IR). However, it is estimated that Indian Railways would need capital investment of ₹ 50 lakh crores up to the year 2030 for network expansion and capacity augmentation, rolling stock induction and other modernization works to enable better delivery of passenger and freight services and to improve its modal share in transport. To bridge the gap in Capital Funding and bring in modern technology and efficiencies, it is planned to use Public Private Partnership (PPP) model in few initiatives including induction of modern rakes to run passenger trains on select routes with an objective to provide improved service delivery to passengers. However, the work of train operations and safety certification will continue to be with Indian Railways in all such cases.

The existing passenger train services shall not be affected by the operation of passenger train services in PPP mode. The train services to be operated in PPP mode shall be additional trains, aimed at increasing the availability of train services to the public. The operator selected through a transparent bidding process shall be entitled to collect fare from the passenger based on market conditions commensurate with the level of services provided by him.

More than 9,79,000 Mandays of Work Generated by Indian Railways till 18 September, 2020 under Garib Kalyan Rozgar Abhiyaan

- These mandays of work generated in 6 States viz. Bihar, Jharkhand, Madhya Pradesh, Odisha, Rajasthan and Uttar Pradesh
- Minister of Railways is monitoring the progress made in these projects and work opportunities generated for the migrant labours of these states under this Scheme
- Till 18 September, 2020, payment of ₹ 2056.97 crores have been released to the contractors for the projects being implemented
- Garib Kalyan Rojgar Abhiyaan being implemented in 116 districts in 6 states
- 164 Railway infrastructure projects are being executed in these states

Indian Railways has generated 9,79,557 mandays of work till 18 September 2020 under Garib Kalyan Rozgar Abhiyaan in 6 States viz. Bihar, Jharkhand, Madhya Pradesh, Odisha, Rajasthan and Uttar Pradesh.

Shri Piyush Goyal, Minister of Railways and Commerce & Industry is closely monitoring the progress made in these projects and generation of work opportunities for the migrant labours of these states under this scheme. Around 164 Railway infrastructure projects are being executed in these states.

Till 18 September, 2020, 12,276 workers have been engaged in this Abhiyaan and the payment of ₹ 2056.97 crores has been released to the contractors for the projects being implemented.

Railway has appointed nodal officers in each district as well as in the States so that a close coordination is established with the State Government.

Railway has identified no. of Railway works which are being executed under this scheme. The works are related to (i) construction and maintenance of approach roads for level crossings, (ii) development & cleaning of silted waterways, trenches and drains along the track, (iii) construction and maintenance of approach road to railway stations, (iv) repair and widening of existing railway embankments / cuttings, (v) plantation of trees at extreme boundary of railway land and (vi) protection works of existing embankments/ cuttings/bridges.

It may be noted that Hon'ble Prime Minister Shri Narendra Modi launched a massive employment -cum-rural public works campaign named Garib Kalyan Rojgar Abhiyaan to empower and provide livelihood opportunities in areas/ villages witnessing large number of returnee migrant workers affected by the devastating COVID-19 on 20th June 2020. The Prime Minister announced that an amount of ₹ 50,000 crores would be spent for building durable rural infrastructure under the Garib Kalyan Rojgar Abhiyaan.

This Abhiyaan of 125 days, is being undertaken in mission mode, and involves focused implementation of 25 categories of works/ activities in 116 districts, each with a large concentration of returnee migrant workers in 6 states of Bihar, Uttar Pradesh, Madhya Pradesh, Rajasthan, Jharkhand and Odisha. Public works is being undertaken during this campaign will have a resource envelope of ₹ 50,000 crores.

The Abhiyaan is a convergent effort between 12 different Ministries/Departments, namely; Rural Development, Panchayati Raj, Road Transport & Highways, Mines, Drinking Water & Sanitation, Environment, Railways, Petroleum & Natural Gas, New & Renewable Energy, Border Roads, Telecom and Agriculture, to expedite implementation of 25 public infrastructure works and works relating to augmentation of livelihood opportunities. ■

Cabinet Approves Haryana Orbital Rail Corridor Project from Palwal to Sonipat via Sohna-Manesar-Kharkhauda

The Cabinet Committee on Economic Affairs, chaired by Prime Minister Shri Narendra Modi, has given its approval to the Haryana Orbital Rail Corridor Project from Palwal to Sonipat via Sohna-Manesar-Kharkhauda.

This Rail Line will start from Palwal and end at existing Harsana Kalan station (On Delhi-Ambala section). This will also give connectivity enroute to existing Patli Station (On Delhi-Rewari line), Sultanpur station (On Garhi Harsaru-Farukhnagar Line) and Asaudha Station (On Delhi Rohtak Line).

Implementation

The project will be implemented by Haryana Rail Infrastructure Development Corporation Limited (HRIDC), a Joint Venture company set up by Ministry of Railways with Government of Haryana. The project will have joint participation of Ministry of Railways, Government of Haryana and private stakeholders.

Estimated completion cost of the project is ₹ 5,617 crore. The project is likely to be completed in 5 years.

Benefits

The districts of Palwal, Nuh, Gurugram, Jhajjar and Sonipat districts of Haryana will be benefitted through this rail line.

This will facilitate diversion of traffic not meant for Delhi thus decongesting NCR and will help in developing multimodal logistics hubs in Haryana State sub-region of NCR. It will provide high-speed seamless connectivity of this region to Dedicated Freight Corridor network resulting in reduction of cost and time of transportation for EXIM traffic from NCR to ports of India, making exports of goods more competitive. This efficient transport corridor along with other initiatives will provide enabling infrastructure to attract multinational industries to set up manufacturing units to fulfil the 'Make in India' mission. The project will connect unserved areas of the state of Haryana, thereby boosting economic and social activities in Haryana State.

This multipurpose transport project will also facilitate affordable and faster commuter travel, long distance travel in different directions from Gurugram

and the industrial regions of Manesar, Sohna, Farukhnagar, Kharkhauda and Sonipat. Approximately 20,000 passengers each day will be travelling through this line and 50 Million Tonnes goods traffic would also be carried out every year.

Background

The Orbital Rail Corridor from Palwal to Sonipat by passing Delhi is a crucial infrastructure project for sustainable development of the National Capital Region and to decongest existing Indian Railway network in Delhi area. The alignment of this project is adjacent to the western peripheral (Kundli-Manesar-Palwal) Expressway and has been under consideration for some time. The project will have connectivity with all the existing Railway routes originating from Delhi and passing through Haryana State as well as with the Dedicated Freight Corridor network. ■

- **Total length of the project is ~ 121.7 km**
- **The project will be implemented by Haryana Rail Infrastructure Development Corporation Limited (HRIDC), a Joint Venture company set up by Ministry of Railways with Government of Haryana**
- **This will facilitate diversion of traffic not meant for Delhi and will help in developing multimodal logistics hubs in Haryana State sub-region of NCR**
- **Estimated completion cost of the project is ~ ₹ 5,617 crore and it is proposed to be completed in 5 years**

Ministry of Railways Announces 20 Pairs of Clone Special Trains

Considering the huge demand for travel on specific routes, Ministry of Railways has decided to run 20 pairs of Clone Special trains (list annexed in the link below) from 21.09.2020. These Clone trains will run on notified timings and will be fully reserved trains.

The stoppages shall be limited to operational halts. The 19 pairs of Clone Special trains will run by utilizing Humsafar rakes. 1 pair 04251/04252 Lucknow-Delhi Clone special shall run as Jan Shatabdi Express. Fare of Humsafar rake will be charged as Humsafar trains and for Janshatabdi rake, fare will be charged as Janshatabdi Express.The ARP (Advanced Reservation Period) will be 10 days. These Clone Special trains will be in addition to special trains which are already in operation. ■

- **19 Pairs of Clone trains will run utilizing Humsafar rakes & 1 Pair will run utilizing Jan Shatabdi Express**

'Swachhta Pakhwara' is being Observed all over Indian Railways

'Swachhta Pakhwara' is being observed all over Indian Railways from 16th to 30th September 2020. During the inaugural day of Pakhwara, Swachhta pledge was administered to Railway employees at all Zonal Railway HQs, Divisional Offices and other establishments. During the Pakhwara, intensive cleaning and sanitization of stations, trains, tracks, colonies and other railway establishments is being carried out with special focus on plastic waste management.

Masks, sanitisers are also being distributed. Use of IEC to create awareness for keeping the railway premises clean and safe including Covid-19 related precautions and webinars are also being organized. During this period, Railways will focus efforts on cleanliness of tracks, stations, drains, toilets, yards, depots etc.

Railway Board through Northern Railway, in partnership with United Nations Environment Programme (UNEP), organised a webinar on 'Swachhata and Environment' on 16 September, 2020.

Owing to the Covid pandemic, Webinar was held to flag off the 'Swachhata Pakhwada' beginning from September 16 and ending on September 30, 2020 virtually.

During the webinar, speakers of repute and experts on environment from various government, private and non-governmental organisations addressed the participants. More than 100 officers from various departments of Indian Railways attended the Webinar. Issues highlighted during the session included :

- Steps taken by Indian Railways for proper solid waste management, saving of water and conservation of energy etc.
- Convergence of IR initiatives with Swachh Bharat Mission.
- Green Rating of Railway Stations.
- Combating plastic waste.
- Perspectives on circular economy.

Speakers who addressed the participants included Shri Arun Arora, Principal Chief Mechanical Engineer, Northern Railway, Shri Atul Bagai, Country Head UNEP India office, Ms. Dia Mirza, UNEP Goodwill Ambassador,

Mr. Afroz Shah, Advocate& UNEP Champion of the Earth, Shri Naveen Agarwal, Director SBM, Ministry of Housing & Urban affairs.

Dr. Prasad Modak, Founder, Environmental Management Centre, Mr. K.S. Venkatgiri, Executive Director CII GBC,

Ms. Chitra Mukherjee from Chintan Environmental Research and Action Group, Shri Biju Dominic, Chairman, Final Mile Consulting. ■

- **Webinar on 'Swachhata and Environment' organised by Railway Board through Northern Railway, in partnership with United Nations Environment Programme (UNEP)**
- **Intensive cleaning and sanitization of stations, trains, tracks, colonies and other railway establishments is being carried out with special focus on plastic waste management**

INFOGRAPHICS

Government has approved the construction of Haryana Orbital Rail Corridor from Palwal to Sonipat, via Sohna-Manesar-Kharkhauda.

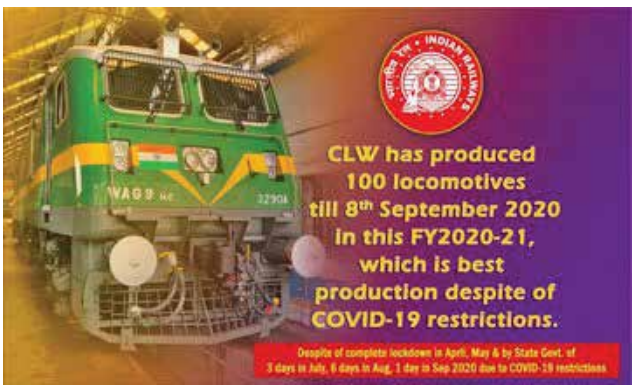




Prime Minister Shri Narendra Modi inaugurates various electrification projects in Bihar on 18th September, 2020. These projects will improve rail connectivity.



A FEATHER IN THE CAP: Chittaranjan Locomotive Works (CLW) crossed 100th mark in Loco Production. The 100th loco no WAG9HC(32904) was despatched on 8/9/2020. This is the best production rate accomplished despite Covid restrictions in place.





EXPONENTIAL ENHANCEMENT OF FREIGHT: Indian Railways accelerates freight growth, making it easy for businesses to operate more efficiently & smoothly.
To transport goods:

RailMadad Helpline 139 (Option 6)
http://railmadad.indianrailways.gov.in
railmadad@gov.in

Railways floats revised tender for 44 semi high speed Vande Bharat trains sets. To promote Make in India, the trains must have a minimum of 75% domestic components.



Annexure

Clone Trains list

S. No	Rly	Train no	From	Dep.	To	Arr.	Day of Dep.	Stoppage
1	ECR	02563	Saharsa	0515	New Delhi	0510	Daily	Barauni, Chhapra, Gorakhpur, Aishbagh, Kanpur
2	ECR	02564	New Delhi	1750	Saharsa	1830	Daily	
3	ECR	03391	Rajgir	0700	New Delhi	0230	Daily	Patna, Deen Dayal Upadhyaya Jn, Varanasi, Lucknow
4	ECR	03392	New Delhi	1100	Rajgir	0900	Daily	
5	ECR	02569	Darbhanga	0700	New Delhi	0400	Daily	Samastipur, Muzaffarpur, Chhapra, Gorakhpur, Aishbagh, Kanpur
6	ECR	02570	New Delhi	1215	Darbhanga	0915	Daily	
7	ECR	02573	Muzaffarpur	0940	Delhi	0530	Sun	Gorakhpur, Lucknow, Moradabad
8	ECR	02574	Delhi	1250	Muzaffarpur	1030	Mon	
9	ECR	03293	Rajendra Nagar	1625	New Delhi	0530	Sun	Patna, Deen Dayal Upadhyaya Jn, Kanpur
10	ECR	03294	New Delhi	1330	Rajendra Nagar	0430	Mon	
11	NFR	05485	Katihar	1650	Delhi	1545	Fri	Khagaria, Barauni (By pass), Deen Dayal Upadhyaya Jn, Kanpur, Tundla, Aligarh
12	NFR	05486	Delhi	0535	Katihar	0400	Sun	
13	NR	04653	New Jalpai guri	0700	Amritsar	1620	Fri	Katihar, Samastipur, Chhapra, Gorakhpur, Sitapur Jn, Moradabad, Saharanpur
14	NR	04654	Amritsar	0810	New Jalpaiguri	1745	Wed	
15	NR	04651	Jaynagar	0615	Amritsar	1300	Tu, F, Sun	Samastipur, Chhapra, Shahganj, Lucknow, Moradabad, Delhi, Ambala Cantt
16	NR	04652	Amritsar	1055	Jaynagar	2000	Sun, W, F	
17	NR	04059	Varanasi	1755	New Delhi	0720	Tu, Th, Sa	Lucknow, Moradabad
18	NR	04060	New Delhi	1745	Varanasi	0735	M, W, F	
19	NR	04055	Ballia	14.10	Delhi	0625	Tu, Th, Sa	Ghazipur City, Jaunpur, Prayagraj Jn, Kanpur
20	NR	04056	Delhi	1800	Ballia	10.00	M, W, F	
21	NR	04251	Lucknow	0530	New Delhi	1335	Sat	Kanpur, Tundla
22	NR	04252	New Delhi	1125	Lucknow	2000	Sun	
23	SCR	02787	Secunderabad	0730	Danapur	1330	Daily	Balharshah, Nagpur, Itarsi, Jabalpur, Katni, Prayagraj Jn, Deen Dayal Upadhyaya Jn
24	SCR	02788	Danapur	0900	Secunderabad	1445	Daily	
25	SWR	07379	Vasco	1230	Nizamuddin	0530	Fri	Madgaon, , Belagavi,Miraj, Pune, Manmad, Bhusaval Itarsi, ,Bhopal, Jhansi, Agra cantt
26	SWR	07380	Nizamuddin	1300	Vasco	0500	Sun	
27	SWR	06509	Bengaluru	0800	Danapur	0600	Mon	Katpadi, Chennai, Vijayawada, Warangal, Balharshah, Nagpur, Itarsi, Jabalpur, Satna, Prayagraj Chheoki, Deen Dayal Upadhyaya Jn, Ara
28	SWR	06510	Danapur	1810	Bengaluru	1900	Wed	
29	SWR	06523	Yesvantpur	1355	Nizamuddin	1320	Wed, Sat	Hubballi, Belagavi, Miraj, Pune, Manmad, Bhusaval, Bhopal, Jhansi
30	SWR	06524	Nizamuddin	0845	Yesvantpur	0620	Sat, Tue	
31	WR	09465	Ahmedabad	2040	Darbhanga	0930	Fri	Ratlam, Ujjain, Guna, Jhansi, Kanpur, Lucknow, Faizabad, Shahganj, Chhapra, Samastipur
32	WR	09466	Darbhanga	0400	Ahmedabad	1620	Mon	
33	WR	09415	Ahmedabad	1740	Delhi	0755	Sun, W	Abu Road, Ajmer, Jaipur
34	WR	09416	Delhi	1420	Ahmedabad	0435	Mon, Tue	
35	WR	09065	Surat	0830	Chhapra	1430	Mon	Bhusaval, Itarsi, Jabalpur, Prayagraj Jn,
36	WR	09066	Chhapra	0830	Surat	1445	Wed	Varanasi, Shahganj
37	WR	09025	Bandra (T)	1115	Amritsar	1510	Mon	Vadodara, Ratlam, Kota, New Delhi, Ambala Cant, Chandigarh
38	WR	09026	Amritsar	0700	Bandra (T)	1115	Wed	
39	WR	09447	Ahmedabad	1945	Patna	0030	Wed	Ratlam, Kota, Agrafort, Kanpur, Prayagraj Jn, Deen Dayal Upadhyaya Jn
40	WR	09448	Patna	2230	Ahmedabad	0200	Sun	

Considering the huge demand for travel on specific routes, Ministry of Railways has decided to run 20 pairs of Clone Special trains from 21.09.2020. These Clone trains will run on notified timings. ARP for these trains will be 10 days.

Thrust on Freight: CONCOR India inducted 'Scheduled Roundtrip Double Stack container Trains' between Mundra Port-ICD Khatuwas (CMLK) & Pipavav Port-ICD Khatuwas (CMLK) on daily basis from this month, covering 996 kms & 1085 kms respectively with target speed of 55 kms per hour.



New Streams of Freight Traffic: For the first time, Consumer goods are being loaded at Mandideep goods shed in Madhya Pradesh, for transportation to Sanath Nagar in Telangana. Indian Railways is in service 24x7 to our freight customers.



Indian Railways on Mission Mode to boost Freight Traffic: Rangiya Division loaded 25 NMG wagons with Tractors from Changsari to Dadri.



Automobile traffic picks up owing to sustained efforts! 100 cars despatched from Sanand Railway station in Gujarat and unloaded at West Hill Railway station in Kerala (Southern Railway)





Indian Railways has put in service new high capacity LHB parcel vans with advanced features in the Timetabled Parcel Express between Hyderabad & Guwahati for efficient & convenient transportation of goods at higher speeds.



A view of spic 'n span Thanjavur railway station in Tamil Nadu (SR) - Famed Brihadeeswar temple, a UNESCO listed World Heritage site is located in Thanjavur.



Redefining Railway Stations with modern Art and Culture ! Platforms of Gadag Railway station of Hubballi Division in SWRRLY have been beautified.





Indian Railways gives push to Green Energy projects! The Wind mill plants erected at Kayathar in Tuticorin Dist of Tamil Nadu (SR)



Aesthetically designed Inspection carriage of Maharani of Mysuru with amazing furniture and furnishings. Can be explored in Mysuru Railway museum.



We are deeply saddened by the sudden and untimely death of Hon’ble Minister of State for Railways Late Suresh Angadi.

May his soul rest in peace.

Central Railway Observes 'Swachha Railgaadi'

Central Railway has observed 'Swachh Railgaadi'.i.e. clean trains as part of the 6th day of Swachhta Pakhawada being observed from 16 to 30 September, 2020. All Divisions of Central Railway focussed on intensive cleaning of trains at stations and sheds keeping up with Covid-19 protocol. Along with cleanliness of toilets availability of dustbins was also ensured in trains and the waste disposal therein.

Mumbai Division

Intense cleaning of trains carried out at Chhatrapati Shivaji Maharaj Terminus Mumbai. Further, trains were inspected by senior officials to check mainly cleanliness of toilets and sanitation. Cleaning of operational and special trains at Lokmanya Tilak Terminus was also done. Cleaning staff were also instructed to focus on intense cleaning of windows and wiping of glass panes. This was followed by sanitisation of entire train.

Pune Division

At Pune station intensive cleaning of Train No. 01249 Pune- Danapur express was done. The activities concentrated on cleaning of entire coach as well as toilets and wash basins. The coach was later sanitized.

Nagpur Division

On the 6th day of Swachhata pakhwara-2020, Stations at Nagpur division undertook intensive cleaning of trains giving special stress on cleanliness of toilets and garbage disposal taking due precautions for Covid-19. Trains that were thoroughly cleaned and simultaneously inspected & monitored by officers and supervisors at Nagpur. The inspection was followed by sanitization of all trains.



Shri Sanjeev Mittal, GM CR Launched Tree Plantation Drive

Shri Sanjeev Mittal, General Manager, Central Railway launched Tree Plantation Drive at Chhatrapati Shivaji Maharaj Terminus near Platform no. 18 on the occasion of Swachhata Pakhwada. Shri A.K. Jain, Commissioner of Railway Safety (Central Circle), Shri B. K. Dadabhoy, Additional General Manager, Shri Shalabh Goel, Divisional Railway Manager, Mumbai along with Principal HODs and other senior officials were present on the occasion. Shri Mittal also distributed Safety kit to all those staff involved in cleanliness of the station. All precautions/ protocols /guidelines mandated for Covid19 were observed during the drive. Similar activities were also carried out at all divisions, workshops, depots of Central Railway.

Swachhata Pakhwada is being observed from 16.9.2020 to 30.9.2020 all over the Railways with a view to ensure visible improvement in cleanliness at stations, trains, offices, colonies, workshops, maintenance depots, hospitals, etc. ■



Solapur Division

At Daund station in Solapur division cleaning and sanitization of Karnataka express was undertaken effectively on the event of Swachh Railgaadi of Swachhata Pakhwara. At Kalaburagi station cleaning of passing through trains done under the supervision of senior officials.

Bhusaval Division

02110 Manmad - Mumbai Special was thoroughly cleaned by the cleaning staff with focus on toilets and wash basins and entire train sanitized. Train No. 02833 was thoroughly cleaned at Bhusaval station. ■

ECoR Observed 36th RPF Raising Day

Railway Protection Force (RPF) of East Coast Railway celebrated its 36th Raising Day at its headquarters at Bhubaneswar with observing Covid19 protocols. The Raising Day is celebrated to commemorate the valiant efforts of RPF in various fields connected with Security. Gracing the occasion, General Manager, East Coast Railway Shri Vidya Bhushan, exchanged the salute with the RPF contingent and reviewed the parade. Addressing the RPF personnel on this occasion, General Manager advised RPF personnel to strive towards ensuring foolproof safety and security to passengers and praised their dedication while performing duties and saving Railway property and human values. He stressed that RPF should be provided with modern equipment to perform their duties more effectively.



Shri Vidya Bhushan also praised RPF for their dedication of service for safety of railway rolling stocks during lockdown in view of Covid19. Inspector General & Principal Chief Security Commissioner of RPF/East Coast Railway Shri Raja Ram elaborated upon the performance and activities of RPF under the jurisdiction of ECoR. He said that RPF is facing a lot of challenges while performing duties especially the safety & security of passengers and protecting Railway property, but the RPF Jawans are able to meet the challenges very courageously and with due sincerity. Addl. General Manager and all Principal Heads of the Departments of East Coast Railway were also present on this occasion. Bravery Awards & Merit Certificates with cash prizes were distributed to RPF personnel. ■

226 Rakes of Freight Carried by ECoR through Business Development Efforts

- 0.67 Million Tonne of freight loaded due to the efforts of Business Development Units of ECoR up to 21st September, 2020.
- Fertilizer, Fly Ash, Cement, Rice, Maize, Slag & Steel, Iron Ore and Coal were transported due to the efforts of the Business Development Units of ECoR.
- Trade and industries are being attracted for traffic transportation through rail; those are being moved on Road.

To increase Railway's share in the transportation, East Coast Railway is now constantly touch with trade and industries through its recent launched Business Development Units (BDUs). Various industrial sectors including non-bulk goods traffic are now been transported by Railways; those were being moved on Roadways. East Coast Railway has carried 226 Rakes/ Trains of freight till 21st September, 2020 due to the efforts of the Business Development Units of this Railway which has been created before some days. Since the formation of ECoR Business Development Units, this railway has carried about 0.67 million tonne of freight.

These include loading of fertilizer by IFFCO from Dhanmandal Railway Station, Fly Ash from Tata Bhushan Steel Ltd sidings at Meramandali and from Vedanta Industries at Lapanga, Cement from Bargarh, Maize from Kesinga, Jeypore Stations, Cement from Bargarh, Iron Ore from Kirandul, Coal loading from Waltair Division along with short distance transportation of Slag & Steel from Visakhapatnam Steel Plant to Gangavaram Port.

15 rake (0.04 MT) of fertilizer transported from Dhanmandal Railway Station by IFFCO. 40 Rakes (0.06 MT) of Rice, 32 rakes (0.05MT) of Cement, 78 rakes (0.31MT) of iron ore and 56 rakes (0.20MT) of slag & steel transported by ECoR by the efforts of the Business Development Units till 21st September, 2020 since its formation. A total of 0.67 Million Tonne of freight carried by ECoR due to the efforts of its BDU during the period.

Altogether, Business Development Units of ECoR is now gearing up its effort to convenience the traders for both short & long distance transportation of commodities along with non-bulk items. Members of BDUs are now frequent interaction with trade and industries to know about the existing transportation patterns and also to attract more traffic to Railways.

In the recent interaction with trade and industries, East Coast Railway has planned to provide its 28 Goods Sheds on outsourcing basis and has called for Expression of Interest on the above subject. ECoR now exploring ways to increase miscellaneous non-bulk goods traffic to strengthen Railway's share in traditional commodities being carried at present. ■

Commissioning of Charbatia Yard in Connection with 3rd & 4th Line Project between Salegaon and Budhapank

Construction of 3rd & 4th line between Salegaon and Budhapank (2x85 km) is a coal & port connectivity project for transhipment of coal from Mahanadi coalfields at Talcher, one of the largest India's coal reserve to Paradeep port as well as to the power houses in South India. Its progress is being monitored by PMO. Expansion of this rail infrastructure project has been necessitated because existing doubling is heavily saturated due to ever increasing coaching as well as goods traffic. Salegaon to Rajathgarh (2x23 km) portion

is the patch of the project consisting of 5 stations, which has been targeted for commissioning in June-2021. Electronic interlocking with complete yard remodelling of Charbatia yard has been commissioned on 19.9.2020 at 2.25 hrs successfully and with this 2 out of 5 stations have been commissioned.

More than 200 people were working for last two months against many odds, Covid-19 being the gravest of all. Due to full dedication of supervisors, officers and able leadership of CAO/Con, this huge task was possible successfully. Rajathgarh yard and then Salegaon yard have been planned to be commissioned respectively in sequence very soon. Machhapur station yard shall be commissioned along with commissioning of the sections between Salegaon and Rajathgarh in June-2021. Timelines for commissioning of sections beyond Rajathgarh and up to Budhapank have been decided. To achieve these targets, cooperation of state government is extremely essential in handing over private, government and forest land at the earliest to railway. ■

North Central Railway : MP Lok Sabha Smt. Hema Malini Inaugurated Lift and Escalator at Mathura Jn. station through video conferencing

In a virtual inauguration function organized on 11.09.20, Member of Parliament Lok Sabha, Mathura Smt. Hema Malini inaugurated newly installed lift at second entry and one escalator installed at PF-01 of Mathura Jn. station. Catering to sacred city of Mathura and Vrindavan, facilities inaugurated by Hon'ble MP through video conferencing will enhance passenger amenities at Mathura Jn. station which serves to large number of tourist and other travelers.

Despite Covid-19 situation North Central Railway has completed many important works related to passenger amenities during current financial year. For safety and comfort of passengers 05 Foot over bridges and 05 high level platforms have been completed in 2020-21. With upgradation of Tikamgarh station as Adarsh station in August-20, now 41 of total 42 identified stations of NCR are equipped with prescribed facilities for Adarsh station. Work for only remaining Govardhan station under Agra division is underway and expected for completion by November-2020.

So far 03 passenger lifts and one escalator have been commissioned while 11 lifts and 07 escalators are targeted for commissioning within the ongoing financial year. With commissioning of coach display board atPhaphud station in August-20, 27 stations of North Central Railway are equipped with this facility now. During the ongoing financial year, CCTV facility has been provided at 04 stations and new CCTV control rooms have been commissioned at Kanpur Central , Agra Fort etc. 03 stations of NCR have been brought under Wi-fi coverage in August-20 taking total tally of stations with free and fast internet service to 225. Train indication boards of 26 important stations of NCR have been integrated with NTES to provide accurate information on train running without any requirement ofmanual data feeding. This includes 17 stations of Prayagraj (Prayagraj Jn, Manikpur, Kanpur Central, Khurja, Fatehpur, Bharwari, Mirzapur, Vindhyachal, Firozabad, Aligarh, Naini, Sirathu, Subedarganj, Phaphud, Etawah, PrayagrajChheoki and Chunar), 04 stations of Jhansi (Lalitpur, Mahoba, Khajuraho and Dabra) and 05 stations of Agra Division (Agra Cantt, Agra Fort, Mathura Jn., Raja Ki Mandi, Dholpur).

Beside already operating 126 special trains catering to different stations of NCR, 36 new trains including 06



pairs of originating special trains are being added w.e.f 12.09.20 to serve passengers from stations all over NCR. To safeguard our valued passengers, Covid-19 specific facilities like Contactless ticket checking at Prayagraj Jn. automatic thermal scanning arrangement at all major stations; unidirectional entry and exit arrangements at stations; Covid-19 safety kit sales point at Prayagraj Jn.and Kanpur Central stations; kiosk for mask, sanitiser etc. at Jhansi and Gwalior stations; luggage sanitisation and wrapping facility at Agra and Mathura stations etc. have been provided. ■

Participation of North Central Railway Sports Association 'Fit India Freedom Run' Initiative

North Central Railway is actively promoting 'Fit India Freedom Run' initiative introduced by the Ministry of Youth Affairs and Sports, Government of India. This initiative is being organized to mark the 74th Independence Day on August 15, 2020 and will last till 151st birth anniversary of Mahatma Gandhi on October 2, 2020.

On 5th September, 2020, 'Run and Walk' activity was organised by NCR Sports Association in Railgaon, Subedarganj Stadium. President, NCRSA & Principal Chief Engineer Shri Sharad Mehta addressed the occasion and

briefed about the initiative among the participants. He also promoted the concept of fitness while observing social distancing norms. The event witnessed participation from sportspersons of NCR from various sports disciplines – Gymnastics, Hockey, Cricket, Badminton, Golf, Football and NCRSA officials. A video clip has been prepared on this occasion and it will be circulated for promotion of the initiative.

The Fit India Freedom Run is being organized to encourage better health and to overcome health problems like obesity, lethargy, stress, and anxiety etc. for a disease free society. The unique concept behind this Fit India Freedom Run campaign is that 'it can be done by anyone from anywhere and anytime!"

Under this campaign, any person can choose the location and time according to his or her choice, convenience, physical ability and condition of health etc. He or she can break the race at any point of time, can run race at his/her own pace and can track progress manually or through any tracking app or GPS-enabled watch. Under the Fit India campaign, the organizers and the individuals involved in it have been advised to organize their events following the rules of social distancing and encourage the 'virtual run' which is being used by runners / walkers across the globe.

'Virtual run' works in the same way as any other type of running, but under 'virtual running' the race is recorded by the runners / walkers at any place, at any speed, on the treadmill in the house or anywhere else. Only thing that is to be ensured that you have to participate in a race as per your convenience and to make sure that it is completed. Participants of this campaign can use Fit India website or the platform being provided by different organizers. Particulars of run can be uploaded by the individuals on the website and certificate of participation can be downloaded. ■

Swachhta and Covid-19 Awareness Campaign Organised by St. John Ambulance Brigade

North Central Railway is observing Swachhta Pakhwara from 16th September to 2nd October. Besides intensive sanitatisation and cleanliness drives in different areas; creating awareness is an integral and important part of ongoing Swachhta Pakwara. In this connection a rally cum awareness campaign was organized by St. John Ambulance brigade to create awareness in railway colonies. Under the aegis of Central Hospital Prayagraj, members of St. John Ambulance brigade distributed mask, sanitizer, and pamphlets on Covid-19 related precautions in GRP, Malgodam and other Railway colonies at Prayagraj. During the campaign residents of railway colonies were informed on importance of social distancing norms, use of face cover/ masks, hand washing and personal hygiene habits. Railway employee and their family members were also made aware on symptoms of Covid-19 and advised to visit Central hospital Prayagraj for further screening in case they have symptoms like cough, fever etc. Brigade members advised residents in colonies that they need not be afraid of Covid-19 and urged them to follow all Covid-19 guidelines given by central and state government. This rally cum awareness campaign was coordinated and organized by CMS Praygraj Dr Sumant Bhal, ACMS Prayagraj Dr Rakesh Nigam, Sr DMO(Health) Dr Parvej , members of St. John Ambulance brigade Shri Pavan Kumar Yadav, Shri Alok Kumar Verma, Shri Uday Chandra Maurya etc.

On Swachh Hospital Diwas being observed on 21st and 22nd September, intensive cleaning, sanitisation and disinfection have been undertaken in hospitals and health units of North Central Railway. During Covid-19, sanitisation and cleanliness of healthcare facilities has been a thrust area and so far, more than 600 formal and informal training sessions covering ICE and Sanitisation have been conducted for doctors, paramedical and other staff of Railway hospitals over NCR. As on 20th September'2020 more than 14000 Railway employees



and their family members have been screened in 05 separate clinics being operated in Railway hospitals to screen patients with Covid-19 like symptoms. To ensure that healthcare personnel are properly protected from virus and well equipped to render proper treatment to Covid-19 patients; adequate supply of personal protective equipment have been ensured by North Central Railway. As on 20th September approximately 30000 PPE coveralls, 2.5 Lakhs 3 ply masks, 47000 N95 masks, 1.92 Lakhs gloves, 26000 shoe covers, 35000 goggles and 36000 face shields have been made available in different hospitals on North Central Railway. As on 20th September'2020 more than 650 Covid positive patients have been treated in Covid level-II facilities of Divisional Railway hospital Jhansi and Central Hospital Prayagraj. Covid-19 testing has also been intensified and till 20th September, more than 3200 Covid-19 tests have been done by Railway hospital Jhansi and Prayagraj. ■

North Central Railway Considering Worldwide Railways Experience to Tackle Covid-19 situation

The country is passing through an unprecedented and challenging time due to Covid-19 pandemic; however, Railways which is known for performing during all adversities has adopted itself according to current needs and working tirelessly to ensure essential freight and passenger travel all over the country.

Though North Central Railway has taken holistic and comprehensive approach to fight with Covid-19, however new developments in tackling this novel virus takes place every day. With intent to learn from best practices of other Railways in handling Covid-19 situation, a web seminar cum experience sharing session was organised with experts in this field working with German Railway Corporation (Deutshe Bahn). Mr Felix Rezewski and Mr Felix Ullrich global experts working with German Railway Corporation (Deutshe Bahn) along with their Indian colleagues Shri Ashish Garg and Shri Sumant Wattas working at senior positions in Railway related sectors shared steps taken by German Railway corporation for efficient operation and maintenance during Covid-19. This webinar Chaired by GM NCR and NR Shri Rajiv Chaudhry was attended by PHODs from North Central and Northern Railways and DRMs from divisions of both Railways.

In the opening session GM Shri Chaudhry gave an overview of steps taken by Railways during Covid-19 and informed that both NCR and NR have not only performed par excellence in core area like fright& parcel transportation, running of Shramik specials, operation of special trains etc. but have also taken numerous unconventional and innovative steps in fight against Corona virus like conversion of isolation coaches, quarantine centres, Covid-19 hospitals, arrangements made in offices & stations, inhouse production of face covers, sanitizer, PPE coverall etc. He further added that we may have to live with this invisible enemy for quite sometime and it is important that we also learn from best practices of Railways world over and welcomed speakers in this experience sharing session organised through video conferencing.

Experts from Deutshe Bahn shared experience of German Railway corporation in tackling Covid-19 covering risk management of operational staff, supply chain risk management and financial impact of Covid-19. As regard to risk management of operational personnel an analytical IT tool has been used by German Railway corporation for working out availability of staff in each area based on current health condition of personnel and forecasted spread of Covid-19 etc. Similarly, for supply chain management of materials required for operation and maintenance; rating of each supplier has been done using analytical IT tool through inputs of current inventory level, list of likely suppliers, restriction in place in production, transportation etc. and marks were assigned to each likely supplier for choosing best suited option.

Experts working withDeutshe Bahn said that Indian Railways has handled Covid-19 situation in efficient manner and can use its large and systematic data base to work out post Covid-19 strategy to increase its market share in freight and passenger transportation. GM Sri Chaudhry said that Railway is already working on long term goals like quantum improvement in passenger services, doubling of freight loading volume by 2024, increasing speed of trains etc. and proper use of data analysis will help Railways in achieving these goals. ■

NF Railway : Sivok – Rongpo project - Railway Connectivity to Sikkim; Field works making progress



Tunneling works in progress

Although NFR has been able to made head ways to all the NE states with rail connectivity; Sikkim is still left out of the Indian Railway map. Work for providing rail connectivity was sanctioned for Sikkim way back in the year 2008-09, the work could not make much headway due to various environment related issues as the proposed railway line will pass through the Mahananda wildlife sanctuary.

This is a national project and is very important for overall development of the state of Sikkim. Once completed it is expected to boost connectivity of the land locked state which shares its border with three neighboring countries, viz. China, Nepal and Bhutan apart from being strategically important. Rail connectivity will also provide a reliable and economical transportation infrastructure. Total length of the complete project is 44.96 kms of which 41.55 kms falls in West Bengal and 3.41 kms falls in Sikkim. The anticipated project cost will be around ₹ 8,900 Crs of which about ₹ 335.52 Crs have already been utilized till last month. Budget allotment for 2020-21 is 607 Crores. IRCON (Indian Railway Construction Company) International Ltd on behalf of NFR is carrying out the construction work of the project. There will be 14 tunnels, 5 stations (Sivoke, Riyang, Teesta Bazar, Melli and Rangpo) and 13 bridges in the section. The entire section is being constructed by using latest technology so that train can run at a speed of 100 kmph. There will be 38555 mts of tunneling work involved in the entire projects. This is more than 92% of the entire project length. Work is already in progress in various sections. However due to difficult terrain and prolonged rainy season work often gets affected. Moreover, the work got affected from March, 2020 to May, 2020 due to COVID 19 related restrictions. The likely date of completion of the project is December, 2022. ■

Bio-Methane Plant Being Installed at N.F. Railway Central Hospital; another Solid Waste Management Initiative by NFR

Solid Waste Management Rules, 2016 identify Indian Railways as a bulk waste generator and it also specifies the responsibilities of bulk waste generators. The waste hierarchy is the priority order in which solid waste is to be managed by giving emphasis to prevention, reduction, reuse, recycling, recovery, and disposal, with prevention being the most preferred option and the disposal at the landfill being the least.

Northeast Frontier Railway has taken up a number of projects for disposal of solid waste generated at railway terminals in an environment-friendly manner. An Incinerator has been installed at the Mechanised Laundry at Kamakhya Coaching Depot. Bio-digester plants have been installed in Guwahati and Maligaon considering the huge generation of bio-degradable waste in various railway establishments and colonies. A Bio-methanation plant at the N.F. Railway Central Hospital, Maligaon is also under installation and planned to be commissioned shortly.

The plant is being installed with an aim to contribute towards 'Swachh Bharat Mission' and harnessing energy from waste realizing that 'Waste is not waste until Wasted'. The proposed plant is designed and fabricated based on CSIR-NIIST Technology. Dry digestion is the basis of the process. Highly active thick microbial culture (sludge) in the reactor tank will be mixed with mechanically grinded waste and sufficient retention time is provided for efficient Bio-Methanation process. It will be able to treat any food waste including oil and fat, lemon, onion peel, bones etc. This eliminates the practical difficulty of sorting certain food fractions from bulk wastes. The average Bio-gas generation per day will be 9.0 cum for per plant of 50 kg capacity and the total Biogas generation will be 18.0 cum for 100 kg plant which is equivalent to half LPG commercial cylinder and can be used for various purposes.

Besides this, organized segregation of Multiple Solid Waste at 10 locations across NFR namely Katihar, New Jalpaiguri, Rangiya, Kamakhya, Guwahati, Lumding, Dimapur, New Tinsukia, Dibrugarh, and Silchar is already in operation. ■



Bio-methanation of food waste

Virtual Press Conferences Conducted in NFR to Showcase the Steps Taken to Increase Ease-of-Doing Business



Shri Sanjive Roy, General Manager/ N. F. Railway addressing a virtual Press Conference on 28.08.2020

Shri Sanjive Roy, General Manager/ N. F. Railway addressed a virtual Press Conference on 28.08.2020. During the press conference he informed the representatives of media that NFR is taking several steps to increase ease-of-doing business with Railways. To provide more thrust to freight transportation, NFR has taken measures to attract new customers and to make transportation through rail easier. This has resulted into increase in freight transportation and loading/ unloading during August, 2020 in comparison to the same month last year in spite of COVID related economic slowdown and restrictions. Apart from monitoring all freight trains constantly to ensure increased average speed, facilities and infrastructure at all goods sheds are also being improved to facilitate faster loading/ unloading.

Virtual Press Conferences were also held at Divisions by respective DRMs as given below:

- A virtual press conference was held on 13th August, 2020 at Alipurduar Division on formation of Business Development Unit (BDU) and its activities, details of Committee, Vision etc.
- Divisional Railway Manager, Rangiya organized a virtual press on 14th August, 2020. The work done by the division during COVID 19 pandemic, activities of newly formed Business Development Unit etc. were shared with members of media.
- A virtual press conference was organized by Divisional Railway Manager, Tinsukia on 19th August, 2020 with media personal from Jorhat, Dibrugarh & Tinsukia. The work done by the division during COVID 19 pandemic, Business Development Unit, freight incentive schemes, facilities provided to the rail users etc. were discussed.
- A virtual press conference was held on 20th August, 2020 at Katihar Division on formation of Business Development Unit (BUD) and various incentive schemes introduced by Railways for the benefit of its customers. ■

GM / NFR Released Book on Safety Initiatives



Shri Sanjive Roy, GM/NFR releasing a book on Safety initiatives on 25th August, 2020

General Manager / N.F. Railway Shri Sanjive Roy released a booklet on 25th August, 2020 about the initiatives taken by the NFR to further improve safety standards. The compilation of the data, designing and printing of the book was done by the Public Relations department of NFR during the lockdown period working from home.

The book showcases the activities done by NFR to convert the unprecedented lock-down period into an opportunity to speed up maintenance works of all departments and the various safety related initiatives taken by them to enhance safety standards over NFR. ■

RPF/NFR Arrest Touts for Illegal Sell of Railway Tickets

RPF/NFR has been successful in apprehending touts who are involved in the illegal selling of railway tickets during search and raids conducted within the jurisdiction of NFR.

In one such incident on 31st August, 2020, Inspector/RPF/CIB /Guwahati along with other officials and staff of CIB/ Guwahati and RPF/Post/ Guwahati with the help of local police conducted a search in one shop namely M/s. P.M. Communication and Service located at Odalbakra, Guwahati who was running an illegal business of selling Railway e-tickets. In course of the search, RPF recovered 21 nos. of Railway e-tickets generated using user ID for different persons on different dates and different trains. The total value of the recovered E-Tickets is ₹ 33,718 rupees only. On being asked, the owner of the shop namely Mrinal Hazra failed to produce any IRCTC authorization certificate and confessed generating the recovered railway e-tickets illegally for his benefit. As such, the recovered Railway e-tickets along with other relevant items have been seized and the owner of the shop has been taken into custody. In this connection, Sub Inspector/D. Kalita of RPF / CIB/ Guwahati lodged a complaint and Inspector/ RPF/ Guwahati registered a case vide No. 203/2020 U/S 143 Rlys Act, Dated 31-08-2020.

Again, on 30th August, 2020, based on information and analysis of user-id 'vicky0160', a joint team of Inspector/ RPF/ Dibrugarh, Inspector/RPF/ CIB/Tinsukia, and RPF / Task Force Tinsukia conducted a surprise check in the presence of local police at one shop namely M/s. Patel and Sons at Dibrugarh and apprehended a person named Vicky Patel, S/o- Late Pramod Patel, Dibrugarh for illegal procuring and selling of railway E-tickets by using personal user IDs. On analysis of email records and storage (11 email IDs were used by the accused) a total number of 48 railway E-tickets of value ₹ 1, 09,132 rupees only was recovered from his computer. In this regard, 01 computer and printer with accessories, 02 mobile Phones, 01 checkbook of Kotak Mahindra bank, 01 Aadhar card, 01 pan card etc. was seized. A case was registered at RPF/Post/ Dibrugarh vide Case No.02/2020 u/s 143 Railway Act.

In an incident on 11th September, 2020, on receiving information about touting activity from the Danapur Division of East Central Railway, RPF/NFR led by Inspector/RPF/Rangapani under Katihar division conducted a joint raid with the local police of Bahadurganj, under Dist-Kishanganj (Bihar). During the raid, one person namely Fakar Ali Nazami (M/26 yrs) S/O Nazam Ahmad R/O- Desia Toli, P.O- Meharganj, P.S- Bahadurganj, Dist-Kishanganj (Bihar) was arrested from his shop for unauthorised procuring and supplying of Railway E-Tickets as well editing the tickets. During the joint raid and search operation, 19 nos. future railway e-tickets valued ₹ 57,008.20, one HP brand laptop, one mobile, and one laptop connector was seized.A case has been registered in this connection at RPF/Post/ Kishanganj vide case no-132/20, Dtd-11.09.2020 under section 143 of the Indian Railway Act. ■



RPF personnel with apprehended touts

NFR Bags New Traffic due to Initiatives Taken for Freight Transport



PVC pipes being transported as part of new freight traffic

NFR has been focusing to boost freight train movement within its jurisdiction to ensure that more and more commodities are transported giving the much needed fillip to economy. Various initiatives have been taken by NFR in this direction.

Measures taken by NFR have resulted into reduced turnaround time for goods carrying train leading to better utilization of assets apart from increase in the average running speed of freight carrying trains. Amenities available at 15 goods sheds have been improved to facilitate hassle free loading and un-loading of commodities.

Reductions in various charges & surcharges and offering of concessions have also encouraged transporters to transport their goods through rail. Moreover various non-tariff measures like easing out of distance restriction for mini and two point rakes, allowing two points unloading for automobile traffic and opening of private sidings for loading and unloading of parcel traffic have resulted into bringing in new traffic.

Above measures have resulted into new traffic for NFR during this pandemic period and thereby providing boost to local economy. Some of the new freight traffic that has been started by NFR in last few months are: (1) Pepsi traffic started from Azara to Arunachal Pradesh; (2) PVC pipes being transported from Changsari and New Guwahati to Agartala; (3) Stone chips being transported to Bangladesh from Bagdogra; (4) Stone chips being transported from New Alipurduar and Jorai to Digaru, Tetelia, Jiribam and Kumarghat; (5) Stone chips are also being transported from Hasimara to Bangladesh; (6) Stone chips are being transported from Sribar and Panchgram to Jirania; (7) Food grains are being transported to Bangladesh from many stations under Katihar division like Purnea, Dalkhola, Katihar, Suryakamal etc.

NFR is expecting additional revenue of about ₹ 50 crs to ₹ 60 crs from this new traffic during current financial year. Moreover Business Development Units (BDUs) set up in all division of NFR are in constant touch with traders and transporters within their area for providing solution to transportation related issues through railways. One integrated Helpline no 139 has also been activated. Anybody in need of transportation of goods through railway can dial this number and seek necessary guidance. ■

RPF / NFR Recovered Contraband Items

Railway Protection Force (RPF) personnel of N.F. Railway have successfully recovered consignments of contraband items during this month. These contrabands were recovered during regular checks and special drives at stations and trains over N.F. Railway. In one such case on 14th August, 2020, RPF team of Guwahati while conducting checking of the Guwahati station jointly with GRP officials detected 159 packages containing dry tobacco leaves, each package weighing about 50 kgs (total 7950 kgs) at Guwahati Railway Station. The recovered tobacco packages were handed over to GRP/Guwahati. Value of the recovered tobacco leaves is ₹ 7,95,000 (approx). Again in another incident on 17th August, 2020, RPF team of Badarpur under Lumding Division, while escorting train No. 02501 Dn Agartala - New Delhi AC Special from Agartala to Badarpur, detected two unclaimed hand bags in coach A-3 of the train. Later it was detected that the bags contains about containing 17 kgs Ganja. On arrival at Badarpur railway station, the recovered articles were unloaded and kept at RPF Post, Badarpur for further necessary action and handing over to concern Department. Value of the recovered Ganja is ₹ 1,70,000 (approx).

In one such case on 20th August, 2020, while RPF and CIB team of Guwahati along with officers and staffs of GRPS were conducting rounds over Guwahati Railway station platforms and noticed some parcel packages lying on PF No 6/7 of Guwahati Railway station. Later it was found that the packages are loaded with chewing tobacco (Gutkha) packets. On counting, a total of 90 packages were found. Again in another incident on 20th August, 2020, RPF / Task Force of Tinsukia division conducted a surprise check on train no. 05956 special Brahmaputra Mail. During checking 02 packets containing banned tobacco items were found in the luggage cum parcel van which was booked from New Jalpaiguri to Mariani by making a false declaration. Accordingly, RPF Sub Inspector/Rakesh seized both the packets and handed them over to IPF/Dibrugarh for further disposal. A written complaint was lodged to IC/GRP/ Dibrugarh for taking necessary legal action. The approximate value of seized packets is ₹ 2, 68,537. Further, on 31st August, 2020, while train escort party while performing duty by train no. 02501 Agartala–New Delhi AC special, detected one handbag under berth no.12 of coach no. B/4 as unclaimed. On arrival of the train at Badarpur, the escort party unloaded the bag; two packages, suspected to be containing about 8 kg ganja and clothes were found. The value of seized contraband is approx. ₹ 80,000. It may be mentioned here that during last three years (up to July, 2020) total 654 cases of smuggling of contraband items were detected by RPF with recovery of property worth ₹ 17,93,72,180 with the arrest of 185 persons. ■



RPF personnel with recovered contraband

Efforts on to Improve Speed and Safety by Removing Speed Restrictions in NFR

NFR has been taking various measures to increase sectional speed of trains. For which temporary and permanent speed restrictions are being removed wherever feasible. Moreover speeds of train movement through loop lines have also been increased in various sections. This resulted into overall increase in speed of trains apart from improvement in punctuality.

Speed on loop lines in 277.45 km section under Tinsukia division of NFR has been increased. These include 190.95 km long Furketing – Simaluguri – Sripuriagaon section consisting 19 stations and 86.50 km long Furketing – Jorhat – Mariani section consisting 5 stations. As a result of this improvement, trains can now pass through the loop lines of these stations with increased speed and thereby reducing journey time.

Similarly sectional speed of train in the 65.20 km long Baraigram – Pecharthal section and 20.27 km long Chandranathpur – Badarpur section under Lumding division of NFR has been raised to 100 kmph by undertaking various types of improvement works. Trains plying over these sections will now be running with increased speed, which will help in reducing the journey time considerably.



Track maintenance work is going on

Moreover one permanent speed restriction has also been removed during the month of June in Lumding - Furkating section under Lumding division. This will help to run trains over that portion with improved speed. ■

NFR installing 'Automatic Coach Washing Plant' at Many Locations to Promote Water Conservation by Minimizing Use of Water

Shortage of underground water is becoming a serious issue in our country. Due to random lifting of water for domestic and industrial consumption, water tables in most part of our country are going downward causing serious problem for the society. To overcome this problem there is need to reduce the use of water apart from recycling of the used water. Indian Railways has taken various initiatives in this regard, which includes Rain Water Harvesting, Water Recycling Plant, and Mechanised Coach Cleaning etc. All these initiatives will lead to enormous savings in consumption of water which is required for operations of trains.



Train coaches placed for cleaning at Automatic Coach Washing Plant

As part of the initiative, Automatic Coach Washing Plants are being installed in various pit lines and depots in NFR areas. Installations of Automatic Coach Washing Plants are in progress in various locations like Katihar, New Jalpaiguri, Siliguri(DEMU), Alipurduar, Naharlagun, Dibrugarh, Silchar and Agartala. Once completed, reduction of water consumption will be from 10000 lts to 6000 lts per train rake. Moreover 75% to 80% of water used can also be recycled for further use.

The Automatic Coach Washing Plant is a multistage external cleaning system for coaches/trains, by using high pressure water jet, horizontal and vertical rotating nylon combination brushes. It completes exterior cleaning of the coaches in a rake while being placed in the pit line for maintenance. The main advantages of this system are: (1) Automatic Coach Washing system is very much Eco-friendly because it consume less water, less electricity and less chemical (soap) for cleaning; (2) the requirement of water and other consumables are much lesser in comparison to the conventional washing system; (3) minimal electrical energy, manpower and maintenance are required for operating the system; (4) the external cleaning activity of a train which requires lots of manpower can be done away with this system; (5) excellent quality external cleaning of a full train rake consisting 24 coaches can be completed within a time period of 10 – 15 minutes while the train is placed for maintenance checking at pit line; (6) Automatic Coach Washing Plant is also capable to clean and dis-infect the area of a coach below the toilet which is otherwise not cleaned manually; (7) water used for cleaning can be re-used by re-cycling through 'Effluent Treatment Plant'; (8) the entire system is user friendly, sturdy, easy to maintain and economical and (9) additional features like under gear and roof cleaning are also available in this modern washing system.

Apart from being Eco friendly, automatic cleaning and disinfection of coaches with minimum human interface will be very useful post COVID pandemic scenario. ■

Special Cleanliness Drive Launched on the Occasion of the Independence Day

A week long special cleanliness drive was launched in NFR from 10th to 16th August, 2020 in connection with the celebration of the Independence Day along with rest of the Indian Railways. During this special drive, focus was on maintaining cleanliness of track, stations, offices, colonies, work sites and other areas near railway premises particularly in the vicinity of cities and towns.



Cleanliness activities done at Railway track

During the drive special attention was given on intensive cleaning of stations, trains, water vending points, toilets, drains etc with active participation of Railwaymen and Charitable Trust by observing social distancing norms. As part of the drive, railway colonies, stations, office premises etc were thoroughly cleaned all over NFR including in all five divisions. It can be mentioned here that during the cleanliness drive NFR HQ premises along with nearby areas were cleaned extensively. NDRF personnel were also engaged for disinfecting the entire NFR HQ during the occasion. ■

Girder of FOB Launched to Augment Passenger Amenities



Foot Over Bridge being launched at the Barsoi Railway Station

Northeast Frontier Railways executed many new and pending works during the lockdown period when normal passenger services are suspended due to COVID -19 pandemic situations. N.F. Railways planned these works during lockdown period considering it 'Once in a lifetime opportunity' to wipe out many maintenance arrears and take up the execution of new work without affecting the train service.

On July 23, 2020, girders of a new 6.0 m wide FOB (Foot Over Bridge) were launched at the Barsoi Railway Station under Katihar division of NFR. This new foot over bridge will fulfil the long pending need of passengers travelling to & from Barsoi station. This new and wider FOB will help passengers to crossover between platforms easily while boarding/ de-boarding trains towards Katihar end of the platforms as the existing FOB is towards New Jalpaiguri end. 4(four) girders each weighting 17.5 tonne and 37500 mm length were launched by taking help of a road crane having lifting capacity of 200 tonnes. For safe and successful launching of the girders 3.00 hrs traffic and power block was taken from 11.05 hrs to 14.05 hrs. Senior railway officials of Katihar division were present at site monitoring the entire launching operation and ensuring completion within the scheduled time frame maintaining all COVID related precautions. In NFR area various works like new Road over Bridge (ROB), Reinforced Concrete Cement Box Culverts and other amenities were constructed and placed into operation by taking the opportunity of lesser passenger train services during last few months. These works were done in addition to normal day to day maintenance works in this period. ■

RPF Personnel Successful in Arresting Persons Involved in various types of Illegal Activities in Railway Premises

During the night of 6/7-08-2020, Personnel from the RPF Post / New Tinsukia acting on secret information conducted ambush check at New Tinsukia Railway Station yard. During this ambush check, RPF team detected extraction of HSD oil from a stabled engine in the yard and was successful to apprehend 3 accused people along with the seizure of 2 nos. plastic can one containing about 25 litres HSD oil and another containing 20 litres HSD oil which were extracted from stabled engine No.13017. The engine was kept stabled at line No.7 of New Tinsukia Railway Station yard. Based on the statement of the arrested person, RPF team conducted raid at Sripuria Gaon near LC Gate No. 700 area and managed to arrest the receiver of this stolen diesel with the seizure of about 10 litres HSD oil. A case U/S 3a of RP (UP) Act was registered. Value of items recovered is ₹ 4,400 approximately. ■



Recovered HSD Oil with accused persons

N.F. Railway Celebrates 74th Independence Day

Northeast Frontier Railway celebrated the 74th Independence Day of the Nation in befitting manner. The central programme was held at the Maligaon Railway HQ complex, where Shri Sanjive Roy, General Manager of N.F. Railway unfurled the National Flag. The General Manager also inspected an impressive Guard of Honour given to him by RPF contingents and Bharat Scouts & Guides. The Independence Day was also celebrated in all the five Divisions of N.F. Railway viz. Tinsukia, Lumding, Rangiya, Alipurduar and Katihar, where the Divisional Railway Manager unfurled the National Flag in presence of Divisional railway officials. This year the celebration was observed by following all the COVID – 19 protocols.

In his speech General Manager highlighted the problem being faced by the mankind and specially the rail parivaar in view of the pandemic situation and mentioned about the contribution of the N. F. Rail Parivaar to mitigate the crisis.

After the announcement of the lock-down on 24th March, operation of all passenger carrying trains stopped for the first time in the history of Indian Railways to restrict the spread of Coronavirus. But N.F. Railway managed to maintain the supply of essential commodities, food grains, medicines etc to all the landlocked NE states apart from a vast area of Bihar and West Bengal by running freight and parcel trains. Up to July, 2674 freight trains were run by NFR carrying essential items for NE region. 609 Parcel special trains were also run to keep the supply chain intact for small traders of the area. 709 Shramik specials trains were also run bringing in about 7 lakh stranded people to our operational area. More than 8 lakhs meals and 11 lakhs bottles of mineral drinking water were distributed to the passenger of these Shramik specials. Presently 8 pairs of special express trains are being run and all these trains are running with almost 100% punctuality.

During this period sectional speed covering a length of 387 kms were increased apart from rehabilitation of bridges, construction of Road over bridges, road under bridges were done. All these efforts lead to increase of the average speed of good train to 45 kmph from 25kmph during last year.

For developing rail connectivity in NE region this railway has spent ₹ 6,039 crores during last financial year. During current financial more than ₹ 1,000 crore have already been utilised for better connectivity related works spreading in different states.

As part of green initiative NFR added 90Kwp of solar power during current year, Bio-toilets have been fitted in all coaches including DEMU, two NFR trains namely Brahmaputra Mail and Agartala Rajdhani Express started running in HOG technology.

On the occasion the General Manager also awarded railwaymen for their exemplary service during the year. ■

NFR Improves its Freight Operations and Earnings despite COVID -19 related restrictions

Although normal running of all passenger carrying trains have been cancelled since the last week of March,2020 due to COVID-19 pandemic scenario, NFR is continuously operating freight and parcel carrying trains on 24 x 7 basis despite of lock-down and other restrictions.

The effort by NFR not only helped to avoid scarcity of essential commodities within its area of operation, but also helped in reviving the local economic activity. NFR has been able to operate 826 freight carrying trains during the month of June. Accordingly, proportionate goods earnings also showed an improvement. Total goods earnings for the month of June, 2020 was ₹ 172.29 crore against ₹ 160.61 crore during the corresponding month of last year. This increase is very significant considering the lack of economic activities, closure of many factories due to lock-down and various COVID-19 related restrictions.

Initiatives taken by NFR have lead to increase in loading of POL product, Dolomite etc during last month. POL was the highest loaded commodity in NFR with earnings of ₹ 41.79 crore, while loading of Maize was the major contributor of Food-grain traffic by earning an amount of ₹ 34.12 crore last month. Parcel loading has also shown improvement. During the month of June, 2020; 152 Parcel carrying trains were run by NFR to cater the requirement of traders who wanted to carry goods in small quantities.



Parcel train being unloaded

Various initiatives and efforts taken for improvement have also lead to the increase in average running speed of freight carrying trains. As a result more freight carrying trains could be handled. On 21.06.2020, highest ever numbers of freight rakes were unloaded in a single day when 37 rakes were released. Freight train movement with Bangladesh also increased very significantly during the month of June, 2020. 50 rakes were interchanged with Bangladesh, against 5 rakes in the corresponding month of June, 2019 last year. This is an improvement of 900% and also the ever highest interchange with Bangladesh. ■

e-files of NFR Offices Up 4.5 times in 4 months – Number of Digital Receipts Created Increases 4 times

The lockdown and efforts of minimizing human/ physical contacts in the workplace have pushed up the digital platform usage of the Northeast Frontier Railway (NFR) replacing the manual filing system. The number of digital files of the Northeast Frontier Railway offices on the NIC e-office platform, implemented by RailTel, has increased approx. 4.5 times during the past 4 months (April -July 2020). Before lockdown end, the number of e-files generated by NFR was 5207, and by the end of July, the number of e-files created by users of NFR has increased to 24057. The number of e-receipts generated by users of NFR has also increased by approx. 4 times during this period. Also, 1478 new e-office users were registered during this period.

With the usage of digital filing increasing rapidly, Northeast Frontier Railway is in a fast track of adapting paperless office culture which will not only save operational costs but also reduce the carbon footprint.

Due to the availability of e-office, the majority of file work in Northeast Frontier Railway now can continue smoothly without a physical presence in offices which is a boon in a time of crisis. RailTel has also provided Virtual Private Network connections to Railway officials for enabling them to process the file works remotely. Quick disposal of files and systematic, timely monitoring of pending files are some of the other immediate advantages of the NIC e-Office. ■

2826 rakes of Freight Carrying Trains Unloaded by NFR from 25th March, 2020 to 31st July, 2020 Maintaining Supply of Essential and other Commodities in its Jurisdiction

Northeast Frontier Railway has already transported more than 2826 nos. of inbound freight trains from 25th March to 31st July 2020. Out of this 682 freight carrying trains were unloaded during the month of July only. Goods like FCI rice, Sugar, Salt, Edible oil, POL, Food grains, Fodder, Pulses, Fertilizer, Cement, Coal, Stone chips, Iron/Steal, Potato, Onion, Sand, Gypsum, Maize, Pulses, Auto, Container etc were being transported regularly.



Freight rake being unloaded at an NFR station

During the month of July, 258 rakes of food-grains, 116 rakes of cement, 21 rakes of automobiles, 41 rakes of fertilizer, 25 rakes of salt, 13 rakes of sugar, 47 rakes of POL products, 30 rakes of power house coal, 33 rakes of Fly ash were unloaded to mention only a few, to not only meet the essential requirement of common people but also to keep the local economic activity of all the NE states going.

In Assam, 161 rakes of food grain, 16 rakes of fertilizer, 11 rakes of edible oil, 28 rakes of cement and 6 rakes of salt apart from other essential items were unloaded to meet the requirement of various sections of the society during last month. Similarly, items were also unloaded in all the states under the jurisdiction of NFR to meet the local requirement of common people.

It is needless to mention that such huge transportation of food-grains and other items by the NFR helped in avoiding any scarcity within its service area which includes all the NE states and a major portion of West Bengal and Bihar during the current pandemic situation. Railway men of this country are providing 24 x 7 services, without which there is, hardly any possibility to maintain the supply chain of essential services on a Pan India basis. The inbound freight carrying trains were unloaded at the goods sidings located in various states within NFR. This helped to avoid the scarcity of essential items in these states during the lock-down period. The freight loaded rakes were mainly un-loaded at various goods sidings like Dimapur, Jiribam, Bhairabi, Jirania, Dharmanagar, Udaipur, Katihar, Kishanganj, Purnea, Jogbani, Jalalgarh, Bathnaha, Malda Court, New Jalpaiguri, Rangapani, New Cooch Behar, Falakata, Hasimara, Dhupguri, Dalkolha, Bhalukpong, New Guwahati, Changsari, Azara, Kokrajhar, New Bongaigaon, Barpeta, Rangiya, Silapathar, Dhemaji, Dekargaon, Gumto, Harmuti, Lanka, North Lakhimpur, Tangla, Haibargaon, Salchapra, Bokajan, Jagiroad, Furkating, Jorhat Town, Duliajan, New Tinsukia, Dibrugarh etc.

During the Nationwide lock-down period, Indian Railways has played a significant role in providing its uninterrupted services for transportation of all essential commodities and lifesaving drugs and medical equipments.

It is evident that huge transportation of foodgrains, POL and other essential items by the NFR was the main reason for avoiding any scarcity of such items within its service area during the lock-down period and beyond. ■

Zonal Disaster Management Resource Centre Opened at N.F. Railway HQ, Maligaon



Zonal Disaster Management Resource Centre inaugurated by GM/NFR Shri Sanjive Roy

A new Zonal Disaster Management Resource Centre has been opened on 7th September, 2020 at NFR HQ, Maligaon. This new centre was inaugurated by GM/NFR Shri Sanjive Roy in presence of Shri Radhey Raman, Addl. General Manager/ NFR, representatives from 1st Battalion NDRF, Principal Chief Safety Officer/NFR apart from other senior officials of HQ. The facilities of this centre are updated as per ISO 9001-2015 certification requirement to deal with any type of disaster.

The facilities provided at the centre is equipped to serve as an aid in achieving a quick disaster response and ensuring immediate attention to injured persons in case of Railway Mishap by ensuring appropriate co-ordination between different departments of railways apart from civil authorities. The overall objective of this Disaster Management Resource Centre is to convey and apprise officers and officials of their roles and responsibilities to minimise the possibility of loss of life and property during any disaster. ■

RPF/NFR Rescue Minor Boy; also Apprehended the Kidnapper

Acting promptly on receiving information RPF/NFR rescued a 9 year old minor boy along with his kid-napper before boarding train no. 05955 special of 11th September, 2020 from the Dibrugarh Railway Station. The kidnapper namely Raju Chhetry, S/o- Gopal Chhetry, resident of Mahadevpur, under dist: Namsai of Arunachal Pradesh reportedly ran away with the minor boy without the consent of his parent. On getting the information



RPF/NFR apprehended kidnaper with the minor boy

Asst. Sub Inspector/RPF/NFR Shri S. Pangging conducted a search at the Dibrugarh Railway Station with his staff and managed to apprehend the kidnaper with the minor boy. The minor boy is from Dewpani, Roing, Dist: Lower Dibang Valley of Arunachal Pradesh. Both of them were later handed over to GRP/Dibrugarh for further course of action as per law. It may be mentioned here that during the last three years, RPF / NFR successfully arrested more than 50 such traffickers along with the rescue of hundreds of minor children. ■

Average Speed of Goods Carrying Trains Increases in NFR

With proper planning, NFR has converted the unprecedented lockdown period into an opportunity to speed up maintenance work ever since regular passenger trains stopped plying throughout the country. The lock-down period provided some time gaps to take up track and other maintenance work, although freight carrying trains as well as parcel trains are running regularly with essentials items 24 x 7 and there were restrictions on the movement of men and material due to lockdown in the entire country. All these works were done with detailed planning and continuous monitoring maintaining all COVID-19 related health protocols (e.g. social distancing etc.) despite an increase in the movement of parcel trains and freight trains during the lockdown period. It was found that emphasis given on maintenance of assets leads to a substantial increase in asset reliability decreasing asset failures and thereby increasing the average speed of freight-carrying trains due to fewer detentions and speed restrictions. In the NFR area, the average speed of goods trains are continuously on the rise. The increased average speed, resulting from the elimination of detentions and speed restrictions due to asset failures, also contributes to energy conservation by decreasing fuel consumption.

It can be mentioned here that more than 4000 freight carrying and more than 1000 parcel trains movements were done by NFR during this pandemic period up to 13th September 2020 to ensure that there is no scarcity of essential and other commodities within its jurisdiction. N.F. Railway is in the process of taking necessary measures to sustain this increase in the speed of freight carrying trains even after restoration of all regular passenger trains services in near future. Adequate time for running of freight carrying trains will be there in the new zero based time table to be introduced throughout Indian Railways soon. ■



Freight train running through an NFR section

NFR Working Towards the Removal of Mobility Constraints; Working on Projects for Capacity Enhancement in Train Running

The Northeast Frontier Railway which provides rail network connectivity to all the eight NE states apart from parts of West Bengal and Bihar is undertaking various infrastructure developments work to improve average speed and punctuality of freight and passenger carrying trains. As most of the NFR is predominantly still a single line section, this affects the punctuality and average speed of passenger and goods carrying trains. Moreover, the running of freight trains is vital for maintaining the supply of essential and other commodities to all the NE states which are all landlocked. In view of the above NFR is working towards reducing the constraints in train movements and work are on at various states and locations in this regard. Some of the major works that are going on are as follows:

1. A new bridge over river Teesta near Jalpaiguri in West Bengal along with a new double line track of about 5.71 kms is going on and expected to be completed by January 2021.
2. Track laying and other works that are going on between Betgara to Gumanihat stations (46.34 Km) in West Bengal as part of the new double line work are also expected to be completed by March, 2021. 6. Construction of a new line connecting Gauripur to Abhyapuri as an alternative route bye-passing New Bongaigaon (86.44 Km) is also going on full swing in Assam and expected to be completed by February, 2021.

All these above works are expected to reduce the existing constraints which affect punctuality and the average speed of NFR trains to a substantial extent once completed. NFR will be in a position to handle more trains and economic activity within its service area is also going to increase. ■



Construction work of new bridge over river Teesta going on

N. F. Railway Unloaded 897 Rakes of Freight carrying trains during August, 2020

Northeast Frontier Railway has already transported more than 3723 nos. of inbound freight trains from 25th March to 31st August 2020. Out of this 897 freight carrying trains were unloaded during the month of August only. 722 freight carrying rakes were unloaded during August, 2019. So there is an increase of 175 rakes i.e. almost 24% increase in year on year basis. Goods like FCI rice, Sugar, Salt, Edible oil, POL, Food grains, Fodder, Pulses, Fertilizer, Cement, Coal, Stone chips, Iron/Steal, Potato, Onion, Sand, Gypsum, Maize, Pulses, Auto, Container etc were being transported regularly to not only meet the essential requirement of common people but also to keep the local economic activity of all the NE states going. Average speed of goods carrying trains in NFR also increased to 49.11 kmph during August, 2020 showing and impressive increase from 28.04 kmph during the corresponding period of last year. ■

NFR Officials Actively Participating in Fit India Freedom Run

Northeast Frontier Railway actively participating in the nationwide initiative 'Fit India Freedom Run' introduced by the Ministry of Youth Affairs and Sports, Government of India. The initiative was started on 15th August and will continue up to 2nd October. 2020. 'Fit India Freedom Run' has been conceived keeping in view the indispensable need to keep ourselves fit while maintaining social distancing. Daily running programme is organized by the Northeast Frontier Railway Sports Association, in which groups of N.F. Railway sportspersons are participating to spread awareness on the Fit India Freedom Run initiative, by running/walking with banners, posters. Officers, staff and their family members in N.F. Railway are taking active part to make 'Fit India Freedom Run' a great success. ■



NFR sportspersons spreading awareness on the Fit India Freedom

RPF of NFR Recovered Contraband Goods

On 27th July, 2020, Sr. Divisional Security Commissioner/Railway Protection Force/Lumding received information from the SRP/Agartala about the possibility of drugs/contrabands being transported by the 02501 Agartala - New Delhi AC Spl. Exp. train. At that time the train had already crossed Dharmanagar station. From Lumding the intelligence was immediately shared with concerned RPF officials at Badarpur. RPF officials of Badarpur immediately launched a search operation when the train arrived at Badarpur Railway Station. While conducting intense search, RPF team detected one blue colour trolley bag and one small shoulder bag suspected to be containing contraband items lying under berth No. 64 of coach No.7. But found no passenger sitting near berth No. 63 or 64 of the coach. So, the bags were off-loaded as unclaimed by RPF / Badarpur. Later the bags were weighed and found to contain about 40 kgs of ganja worth about ₹ 2.40 lakh (approx). GRP / Badarpur were intimated about the seizure by RPF.

Earlier, on the same day local police of Agartala apprehended one person from Agartala Railway Station with the possession of one red trolley bag before scheduled departure of the 02501 Agartala - New Delhi AC Special Express train. The trolley bag was found to containing about 23 kg of ganja when checked. A case was also registered by GRP/Agartala vide No. 3/2020 dated 27.07.2020 under various provisions of NDPS Act.

On 6th August, 2020, on receipt of intelligence report, RPF team of Alipurduar division boarded train No. 02378 DN at New Coochbehar Railway Station. During search, they detected a suspicious person travelling to Sealdah in Coach No. B4 of the train. On checking his bag they found a neatly packed parcel containing ganja of about 18 kg (approx.) and valued ₹ 1.80 lakh (approx). Earlier, on 4th August, 2020, RPF team of Alipurduar division conducted raid and search on platform No. 3 at New Coochbehar Railway station. During search RPF team apprehended two persons with recovery of 13.1 Kg ganja (approx). 1(one) valid railway journey ticket was also found with them. The value of the recovered ganja was about ₹ 1.30 lakh. In both the cases FIR was lodged under NDPS (Narcotics, Drugs and Psychotropic Substances) Act 1985 and the accused along with materials seized handed over to OC/GRP/New Coochbehar. ■



RPF personnel with recovered contraband goods

35th Raising Day of RPF

The Railway Protection Force (RPF) celebrates its 35th Raising Day on 20th September, 2020. On this day, in the year 1985, RPF was conferred with the status of an Armed Force of the Union through an Act of amendment of the RPF Act (1957). Due to the Corona Pandemic, this year in Southern Railway the Raising Day is celebrated by holding Quiz Competitions, Suraksha Sammelans and Tree Plantations. Some of the notable achievements of the Railway Protection Force, Southern Railway during 2019-2020 are listed :-

The precious lives of 17 Passengers were miraculously saved by RPF Personnel in the nick of time at various stations/platforms in Southern Railway. Most of these passengers had slipped from the running train or from the platform on to the tracks and were saved by the split second response of Alert RPF Staff. 2659 Runaway/ Destitute children found in trains/stations were rescued and rehabilitated through NGOs to their parents/homes.

With the arrest of 755 persons booked under 556 registered cases under the provisions of the Railway Protection(UP) Act for committing theft of Railway materials, stolen property worth ₹ 36,47,684 was recovered. 592 touts involved in unauthorized purchase/ sale of Railway tickets were arrested and tickets worth ₹ 1,81,26,283 were seized. 493 accused persons involved in theft of Passenger belongings were arrested and handed over to GRP.Contraband goods, viz., Ganja, Tobacco, etc worth ₹ 7,51,26, 398 were seized in 360 instances and Gold, Silver, Hawala Cash amounting to ₹ 11,83,75,971 were recovered in 32 instances with the arrest of 38 persons.

In keeping with the Swachch Bharath initiatives, 72129 persons were charged for littering at the stations and a fine amount of ₹ 1,62,14,400 was realized. In other offences, 110811 cases were registered and ₹ 3,60,72,685 was realized as fine from 114376 offenders. During the Corona Pandemic, various units of RPF indigenously manufactured 50,500 Nos of Masks, 500 Litres of hand sanitizers, 6910 bottles of hand sanitizer, 2710 pairs of cotton gloves and 2781 hand gloves. Apart from this RPF procured and distributed 493 face shields and 603 full body PPEs to the RPF Staff. Further, during the lockdown, RPF personnel helped IRCTC to distribute 1,63,882 food packets to the needy and through voluntary contribution, RPF Personnel donated 3041 food packets. In order to contain the spread of Corona Virus, the RPF in a Novel endeavour, through their Personnel, made 115 Nos of portable electrical sensor based Wash Basins using Scrap Railway Materials. These wash basins were installed in various RPF posts/barracks. Post Covid-19 Lockdown, 1512 RPF Personnel were deployed for escorting 637 Cargo Express Trains to prevent theft and ensure proper transportation. Also, 4616 RPF Personnel were deployed for escorting of 506 Shramik Special trains that carried 708057 migrant guest workers.

In a noble gesture, 38 RPF personnel who recovered from Covid-19 virus infection, donated their blood for Plasma therapy for quick recuperation of patients suffering from Covid-19. ■

General Manager, SCR Holds Virtual Press Meet on Freight Initiatives and Achievements of South Central Railway



Shri Gajanan Mallya, General Manager, South Central Railway held a Virtual Press Meet on 23rd September, 2020 from Rail Nilayam, Secunderabad, SCR Headquarters to highlight the achievements of the Zone during the current financial year. Shri. B.B.Singh, Additional General Manager, SCR was present along with the General Manager. Principal Heads of the various Departments and Divisional Railway Managers of Secunderabad and Hyderabad Division also participated in the virtual press meet.

The General Manager made a detailed presentation on the freight initiatives and various measures taken by South Central Railway to enhance freight traffic. He detailed on the various freight incentive schemes, concessions available for freight customers for enhancing the loading. He also explained on the crucial role played by the Business Development Units as o¬ne stop solution for handling freight and parcel proposals from customers, which are set up at Zonal and Divisional headquarters.

Shri Gajanan Mallya, stated that, during the current Pandemic times including lockdown period the entire Railway network was functioning relentlessly to ensure the supply chain intact and also to balance the supply of essential commodities across the Nation. The active role played by the staff and officers are noteworthy. Towards their welfare the zone has started treatment for the COVID patients at Central Hospital, Lallaguda, Secunderabad, Railway Hospitals at Guntakal & Vijayawada as per the ICMR guideline protocols. In addition, SCR is following the procedure of Testing, Tracing and treating to tackle the situation. Accordingly, massive COVID test camps have been organized at Zonal and Divisional Headquarter offices in coordination with respective State Government's.

Further, the General Manager also detailed on the various infrastructural developments such as commissioning of new lines, doubling & electrification etc. He also explained about the maintenance activities of track and bridges on large scale by South Central Railway to enhance safety and speed. Besides, various achievements of South Central Railway during COVID-19 Pandemic lockdown such as running of Parcel Cargo Express trains, Shramik Specials, Passenger Special trains were enumerated. The major achievements during the current financial year (April 2020- August 2020) in this regard are detailed below.

- South Central Railway stood first amongst Indian Railways in track maintenance works.
- The Zone commissioned a total of 89 kms of new lines, 41 kms of doubling and 44 kms of Gauge Conversion works. In Telangana region 43 kms of new lines and 30 Kms of doubling has been commissioned. In Andhra Pradesh region 46 kms of new lines and 11 kms of doubling are commissioned. In Maharashtra 44 kms of Gauge conversion has been commissioned.
- The zone achieved third highest parcel loading across Indian Railways. The zone has transported 2.8 crore litres of milk through 587 milk tankers. It also operated 158 parcel special trains and transported around 39,000 tonnes of various commodities.
- South India's First Kisan Rail Service between Anantapur and New Delhi on 9th September, 2020 was run to provide transport facility for the agricultural produce of farmers.
- Average Speed of the freight trains enhanced from 24 kmph to 51 kmph.
- During the Pandemic period the loading of food grains has been doubled from 2 MTs to 4.3 MTs.
- After a brief slowdown in the initial months of the current financial year, the loading in the month of September, 2020 has seen an upswing. Barring coal, loading in all other commodities including cement, food grains, fertilizers, POL, granite etc., recorded much higher in September, 2020 as compared to September, 2019. This has helped in total loading of September, 2020 being more than the loading in September, 2019, till date.

The Presentation was followed by a Q&A session. Shri Gajanan Mallya answered to all the queries posted by Media Persons on various rail-related subjects. ■

Name of the 'Raigir' Railway Station Changed to 'YADADRI' Railway Station

The competent authority has approved the change in the name of 'Raigir' Railway station located on Secunderabad - Kazipet section of Secunderabad Division over South Central Railway as 'Yadadri' Railway station.

Accordingly 'Raigir' Railway station shall henceforth be called as 'Yadadri' Railway station w.e.f 18.09.2020. ■

GM, SCR holds Review Meeting on Safety, Freight Loading and Punctuality

Shri Gajanan Mallya, General Manager, South Central Railway conducted a review meeting on safety, freight loading and punctuality on 17st September, 2020 from Rail Nilayam, Secunderabad through Video conferencing. Shri B.B. Singh, Additional General Manager and Principal Heads of Departments; Divisional Railway Managers (DRMs) of all the six divisions viz., Vijayawada, Guntakal, Guntur, Secunderabad, Hyderabad and Nanded Divisions participated through web conference. Shri Gajanan Mallya conducted a detailed review of all the safety measures to be taken to ensure safety at all station yards and private siding premises. He also reviewed the track maintenance works going on the zone and advised the officials to adhere the guidelines strictly to ensure the safety of the track. He also reviewed the problem being encountered in train movements and directed officials to take coercive action at the earliest. He advised to remove the caution orders to the possible extent wherever feasible, so as to further speed up the train movements. The General Manager also held a detailed review with all the Divisional Railway Managers on Business Development Units (BDU's) and insisted to have continuous persuasion with the customers in order to increase the outreach. He also reviewed the action plan of the divisions on loading of various commodities,



food grains, fertilizers, agro products and granite loading etc. He advised the officials to extend all possible support to the customers/traders for improving the freight loading and inform them about these special initiatives introduced which would benefit them and the organization. The General Manger speaking on the staff welfare, has instructed all the DRMs to arrange for Covid testing of all the staff at Divisional offices, workshops etc., to improve the confidence among the staff. He also instructed the officials to follow the Covid guideline strictly to curtail the spread of Corona over the entire zone including Training institutes. ■

Railway Protection Force of SER Observes the 36th Raising Day

The Railway Protection Force of South Eastern Railway observed the 36th Raising Day at this Railway's Headquarters, Garden Reach on 21.09.2020. Shri D B Kasar, IG-cum Principal Chief Security Commissioner, South Eastern Railway observed the day by distributing cooked meals to the poor and needy people of the vicinity in the wake of Covid-19. As many as 200 cooked meals were distributed to the needy and poor people. The Raising Day was celebrated to commemorate the conferring of the Armed Force status on Railway Protection Force at par with the other Paramilitary Forces of the Union of India on September 20, 1985. The Raising Day was also celebrated at various RPF centers of four Divisions viz. Kharagpur, Adra, Chakradharpur and Ranchi of South Eastern Railway. Different programmes in commemoration of RPF Raising Day were organised in maintaining social distancing and health protocols. ■



Shri D B Kasar, IG-cum Principal Chief Security Commissioner of South Eastern Railway distributing cooked meals to the poor and needy people in the vicinity during observance of 36th Raising Day.

First Ever Export Consignment Dealt by South Western Railway

South Western Railway achieved another mile stone in goods loading on 21.09.2020 by dispatching 100 Cars (SUVs) of M/S KIA motors for export to Nepal. The cars loaded in a train comprising 25 NMG (New Modified Goods) wagons left Penukonda Station, Anantpur, Andhra Pradesh, on 21.09.2020. The train will reach Nautanwa Railway Station, Uttar Pradesh located near Nepal Border in the State of Uttar Pradesh. This is the first export consignment of automobiles being dispatched by train by Bengaluru Division and also South Western Railway. The cars were loaded by M/s. TCI Supply Chain solutions, a Logistics company handling integrated multimodal and supply chains. Bengaluru Division which was mainly transporting raw materials and essential commodities took to loading of automobiles for the first time when it transported 175 tractors from



Doddaballapur Railway Station to Phuleria in Rajasthan on 29.04.2020.

With railways becoming the preferred mode for transportation, this is the 6th NMG rake loaded with automobiles by the Division during September, 2020. This automobile loading in NMG rakes was nearly Nil last year. With extensive marketing efforts of recently constituted Business Development Units, Railways is capturing new streams of traffic. In this financial year 2020-21, every month at a steady rate of 10 rakes per month, consisting of loading of cars is being done from Penukonda, from Anantpur plnt of M/s. KIA motors. Shri A.K. Singh, General Manager, South Westerr Railway said that Railways in partnership with M/s. KIA is contributing to the revival of economy, that is affected adversely by COVID-19. ■

Western Railway Provides a thrust to Digital Mode of Payments & Transactions

Western Railway is continuously striving to promote the 'Digital India' initiative to transform India into a digitally empowered society. As a part of this endeavour, W. Rly has enabled the facility of digital transactions at many places including 354 stations at various points of customer interface. These include UTS/ PRS locations, catering units, goods and parcel offices and other service contract locations. With a view to maximize digital transactions, these stations have been provided with the facility of cashless transactions through various digital modes. On an average 4.50 lakh passengers per day are using the facility of ticketing through digital means over Western Rly. In addition to the above transactions, other miscellaneous transactions such as bills recoverable, payments for deposit works, auction sales, ground rents and other miscellaneous receipts which were hitherto being transacted through cheques/ DDs have also being brought under the ambit of digital transactions using the portal 'Miscellaneous e-Receipts System' (MERS).

In order to promote and proliferate digital and cashless transactions & increase in outreach, various unique initiatives have been implemented by Western Railway. Till now 928 POS machines have been installed for facilitating cashless transactions. The facility of payment through UPI and BHIM has also been enabled at all UTS and PRS counters. UTS on mobile app for unreserved ticketing initiated on Western Railway as pilot project for Mumbai suburban section has been extended for all the Western Railway locations. QR code based ticketing has been implemented over Mumbai Suburban and the same will also be extended soon to non suburban locations. 64 Hand Held Terminals (HHTs) have been provided to TTEs of Rajdhani/Shatabdi Special trains with provision of digital payment. 100% catering units over Western Railway are equipped with Cashless Transaction facilities including POS machines, Paytm / BHIM app etc. E-payment has been implemented across Western Railway for goods traffic. 92 POS machines have been installed at all important Goods shed and parcel locations for facilitating digital transactions by customers. With good response, a large number of customers have opted for e-payment facility as on date. Digitalization has also been introduced in other areas such as Parking & in Pay and Use contracts. Total 88 locations have been covered under digitalization. Similarly, 19 locations of Pay & Use facility and Retiring rooms at 30 stations have been covered.

In addition to this, flash plays at stations, help desk in station premises, display of posters, etc for promotion of digital payments are being done on regular basis. Further





Views of various Digital initiatives introduced by Western Railway.

incentive in the form of bonus is also being given on ATVM and UTS on mobile app. WR's all divisions have been instructed to get all the new customers registered under E-RD so as to achieve 100% issuance of ET-RR. Recently introduced MERS system for remitting amounts of miscellaneous receipts is being proliferated. Payment to all contractors, vendors and employees is being done electronically through CIPS and has been made mandatory. Wide publicity is being arranged to promote digital payments through press releases at regular intervals. Publicity is also being done by posting on social media platforms such as Twitter, Facebook & Instagram in the form of text, pictures, infographics & GIFs from time to time to reach out to the customers on one-to-one basis with the message for its effective promotion. Indian Railways have launched the IRCTC – SBI Contactless Credit Card on 28th July, 2020. This credit card is fully 'Made in India' card developed by IRCTC & SBI & powered by Rupay. This unique initiative will definitely help in paperless transactions in the entire ticket booking & ticket checking process.



Shri Alok Kansal - General Manager of Western Rly has commended the good progress of digital payments & transactions over Western Rly. He said that Western Railway is leaving no stone unturned to accomplish the vision of Hon'ble Prime Minister of 'Digital India' as well as 'Atma Nirbhar Bharat'. As a part of this very endeavour, Western Railway is striving to achieve 100% cashless transactions at all points of sales covering all business streams and at all stations. Western Rly has urged all its valuable customers to be a part of this important initiative by adopting digital means and to transform India into a digitally empowered society. ■

Railway Protection Force Personnel to be Felicitated by Hon'ble President of India for his Valour

Shri Shiv Charan Singh Gurjar will be awarded 'Uttam Jeevan Raksha Padak' by the Hon'ble President for his exemplary act of courage & bravery Western Railway's RPF constable Shri Shivcharan Singh Gurjar posted at Mahesana RPF Post over Ahmedabad division will be awarded with the prestigious President's 'Uttam Jeevan Raksha Padak' for his exemplary act of courage & bravery. Shri Alok Kansal – General Manager of Western Rly has congratulated Shri Gurjar for this commendable achievement. The medal will be presented to him by the Hon'ble President of India at a function to be held at Rashtrapati Bhavan in New Delhi.

Shri Shivcharan Singh Gurjar was performing train escorting duty of Train No. 12959 Dadar Bhuj Express on the 10th of August, 2019. The train had stopped near Samakhiali railway station due to water logging on the tracks on account of heavy rains. Shri Gurjar noticed some people trapped in the heavy floods & shouting for help. Without caring for his own life, he rushed to their rescue and saved the lives of 9 persons, which included a woman. Inspite of the darkness, Shri Gurjar managed to swim across in almost 20 feet of strong flow of water and took the stranded people to a safe place, with help of available rope. Shri Thakur stated that Shri Shivcharan Singh Gurjar has been felicitated at National level by the Director General of Railway Protection Force, Railway Board with 'Certificate of Merit & Medal' for his presence of mind, bravery & indomitable courage. He has also been felicitated by the District Administration of Gujarat State as well as by Western Railway for his courageous act. ■



WR Releases the Electronic Version of Zonal Disaster Management Plan-2020

Management of Disaster revolves around Preparedness, Mitigation and Response. Mitigation of misery is the objective of management of a Disaster. This includes attending to the injured, saving lives, dignity to dead and bringing semblance of normalcy in the lives of those affected in the least time possible. All this is possible if all the agencies involved coordinate timely, effectively and efficiently. Based on the Guidelines of National Disaster Management Authority (NDMA) and Railway Board, Western Railway has released the fifth edition of Zonal Disaster Management Plan of Western Railway which was prepared and updated during the lockdown of COVID-19. The DMP covers the aspects of relief, rescue and restoration. The document incorporates important sections of the Disaster Management Act 2005, Crisis Management Plan and guide lines issued by National Disaster Management Authority (NDMA) pertaining to the railway system and Disaster Management Plan of Indian Railways 2019. This Edition of Zonal Disaster Management plan is available in electronic format and has been uploaded on the Safety Information Management System and RailNet site of Western Railway. ■

Western Railway Installed Rooftop Solar Panels of 5601.69 KWp Capacity at 75 Stations

In order to achieve the objective of Indian Railways to become 100% self sustainable for all it's power needs and also to contribute to national solar power goals, Western Railway has solarised its 75 stations till date. The use of solar power will accelerate the Railway's mission to achieve the goal of becoming 'Net Zero Carbon Emission Railway' before 2030. 8.67 MWp capacity rooftop solar plants have been provided at various railway stations and office buildings. These plants have been commissioned and connected to grid and as a result, there is a saving of ₹ 3 crore is accrued during the financial year.



A view of the solar power panels installed on rooftop of a railway station

It is worth mentioning that Indian Railways is set to produce solar energy for meeting all it's energy consumption needs of more than 33 billion units by 2030. Current annual requirement is about 20 billion units. Indian Railways has a mega plan for installing solar plants of 20 GW capacity by 2030 by utilizing its vacant land. About 51,000 hectares of vacant land is available with Indian Railways and is now ready to extend all support to the developers for installing solar power plants on Railway's vacant un-encroached land. It may be noted that Railways is also set to achieve 100% electrification by the year 2023 and is committed to utilize solar energy for meeting its traction power requirement and become a complete 'Green mode of transportation'. This is in line with the recent directive of Hon'ble Prime Minister to solarise railway stations and utilize vacant railway land for Renewable Energy (RE) projects. ■

Smart Card Recharge App Launched for Eliminating Queues at Counters

There was good news for all Metro commuters when the on-line smart card recharge facility was launched for the first time. Metro authorities developed the user friendly smart card recharge App amidst the lockdown. This new App will enable Metro commuters to recharge their smart cards from the comforts of their home and eliminate queues at Metro stations when services will resume after COVID-19 lockdown, thus ensuring social distancing.

Shri Manoj Joshi, General Manager, Metro Railway expressed his hope that this App will fulfil a long-standing demand of Metro commuters and help them to recharge their smart cards easily. It will also help to maintain social distancing in Metro premises. Users will be able to get information about train timings at various stations besides information about important historical and tourist places around different Metro stations from this App. Commuters will have to download this App from Google Play Store where it will be available within a few days.

Useful information about different Metro stations, fares, expected travel time between stations, Metro route map will also be available in this App for commuters benefit. Corporate houses/business establishments will be able to display their advertisements in this App. Important information about tenders of different departments will be available in this App too. ■



Massive Cleanliness Drive Undertaken in Metro Railway

Metro Railway has undertaken a massive cleanliness drive in its premises as part of observation of Cleanliness Week from 10th August to 16th August, 2020. This drive is being carried out at different Metro offices, Metro stations, Carshed, hospital, Staff colonies and Metro Rail Bhavan etc.



Throughout the year, Metro staff remain very alert about keeping its premises neat and clean. During this week, special care is being taken to collect and remove plastic wastes from offices, station areas, Railway colonies, trains and hospital. Metro staff have come forward to make this week a success. Throughout this week, a massive cleanliness drive was undertaken at all 24 Metro stations of North-South Metro as well as 6 stations of East- West Metro. Special emphasis was given to clean Metro tracks, platforms,adjoining areas of each station, toilets, water vending points, colonies as well as different offices. Officers and staff of Metro Railway took part in this drive on different days of the week to spread the message of cleanliness and make all aware of the importance of this drive.The sole objective of this week-long drive was to make Metro premises more beautiful and clean. During this week, focus was on collection and removal of plastic wastes from Metro premises. ■

Significant Progress of Noapara-Barasat Metro Project Amidst Lockdown

Construction works of Noapara-Barasat via Bimanbandar Metro extension Project has been going on smoothly and significant progress has been made despite the nationwide lockdown due to the COVID- 19 pandemic.

In the first phase of 7 kms stretch, the work involved the construction of a viaduct and underground tunnel work of Bimanbandar Station (Netaji Subhas Chandra Bose Airport)

The construction work of Noapara - Barasat via Bimanbandar Extension Project has picked up pace in this lockdown as Metro officers and staff are working round the clock in order to complete the work at the earliest. Required number of labourers, plant and machinery have been deployed at the sites all the while following the strict Covid guidelines of the Ministry of Home Affairs. Site offices, labour camps and site premises are sanitized on a regular basis and strict health monitoring of each worker is being done on a daily basis. Workers have been provided with face masks, hand sanitizers, soaps and hygiene equipments.

In the lockdown period, approximately 2000 MTof Steel and 10,000 cubic metre ofconcrete have been consumed. This has generated indirect employment opportunities forapproximately 500 labourers at this critical juncture. Shri Manoj Joshi, General Manager, Metro Railway has expressed his satisfaction for this incredible progress made braving all odds like the unprecedented scenario of COVID-19 pandemic along with cyclone Amphan and torrential rain. He has instructed concerned officials to keep the momentum going in order to finish the work within the deadline. ■



Construction of Underground Box Tunnel below VIP Road to Airport (Gate No. 1)

The construction works on Noapara to Bimanbandar stretch of Noapara-Barasat Metro extension project have been going on in full swing amidst COVID-19 lockdown. On this 7.036 km stretch, the work of RCC underground box tunnel below VIP Road to Airport (Gate No.1) is presently going on. For successful execution of this very important work, this road was required to be diverted. This road diversion work was accomplished on 21.08.2020-22.08.2020 night with the help of steel barricading and road blinker. This diversion will facilitate smooth execution of the tunneling work without hampering vehicular movement during night on VIP Road. This RCC box tunneling work is expected to be over within next two months. All possible safety precautions have been ensured during the diversion work. ■



New Escalator Installed at Chandni Chowk Metro Station

During the lockdown, Metro Railway has been executing massive maintenance and upgradation of passenger amenities works at different stations maintaining social distancing and all other Covid-19 protocols.

Utilising this opportunity a new escalator has been installed at Chandni Chowk station replacing the old one recently. This new escalator will be commissioned in the next week. With smooth coordination of Electrical and Civil Engineering Departments, two more escalators will be installed at Kalighat and Jatin Das Park Metro stations very shortly.

Metro commuters will get the benefits of this upgradation work once Metro services resume. ■



Dankuni Unit of CLW Produced 150th Locomotive



Electric Loco Assembly & Ancillary Unit (ELAAU)/Dankuni of CLW produced 150th locomotive today. Shri Praveen Kumar Mishra, General Manager flagged off the 150th locomotives through Video Conference (webex) from Chittaranjan amidst presence of Pr. Head of Deptts. in the afternoon from the admn. office conference hall. Shri Rajib Ray, PCEE/ Dankuni with the team of Dankuni unit were also associated during the despatch of 150th locomotive. Shri Praveen Kumar Mishra appreciated the efforts of the team of Dankuni unit for such successful endeavor & increasing trend in production of electric locomotives. The first electric locomotive from the ELAAU, Dankuni was produced in March 2016 and production of 12 locomotives in FY 2016-17; 25 locomotives in FY 2017-18; 50 locomotives during FY 2018-19 & 52 locomotives during FY 2019-20 and 10 locomotives till 10th September, 2020, Dankuni Unit has always been on increasing trend. It is to mention that during COVID-19 there was complete lockdown from 23-3-20 to 18-6-20 and production activity started from 19-6-20 at Dankuni. For production of first 50 locomotives, it took 28 months, then for next 50, it took 12 months and for this last 50 locomotives, it took 10 months. This shows remarkable improvement in production by the Dankuni unit of CLW. ■

CLW's Dankuni Unit produces 150th locos
September 10, 2020

March 16 - 1st locomotive
2016-17 - 12 locomotives
2017-18 - 25 locomotives
2018-19 - 50 locomotives
2019-20 - 52 locomotives
2020-21 - *10 locomotives

*As on 10th Sept. 2020

Special Cleanliness Drive in CLW

As per the directive of the Railway Board, Under Swach Rail-Swach Bharat Special cleanliness Drive is being organised in Chittaranjan Locomotive Works(CLW) Chittaranjan from 10 to 16 August 2020 .It will be carried out throughout Chittaranjan in all offices and Workshop premises and will also be carried out in the Dankuni Unit of CLW. ■



CLW Turned out 31 Electric Locos in July 2020

Chittaranjan Locomotive Works (CLW) a production unit of Indian Railways turned out 31 electric locos in July 2020,cumulative stands for 62 locos of FY 2020-21, despite #COVID_19 related restrictions & supply chain constraints. With active commitment and support of staff & officers this has given impetus and support to the production line and turned out 31 locos in July 2020 of FY 2020-21. It is expected that loco production will further gain momentum. ■



Short Film on 70 Glorious Years of CLW



During the 74th Independence Day function at Oval Ground, a Short film depicting the 70 Glorious years of CLW has been digitally inaugurated by Shri Praveen Kumar Mishra, General Manager/CLW.

This short film covers the Glorious journey of 70 years of Chittaranjan Locomotive Works from its starting production, on the day India became republic, 26th January, 1950 to becoming largest electric locomotive manufacturer in the world. It is to mention that CLW has transformed itself from being a manufacturer of steam locomotives to that of diesel locomotives and finally to modern, high power, electric locomotives . In all about 10000 locomotives has been produced by CLW till July 2020 . record 402 Electric Locomotives were produced in 2018-19 & Limca Book of Records has recognised this as World Record. Further, it surpassed its own record and produced 431 Electric Locomotives in FY 2019-20.The Film is available on YOUTUBE in the Chittaranjan Locomotive Works Official Account through link... https://youtu.be/k13WAGySIKU. ■

Swachchta Pakhwara Started in CLW

As per the direction received from Railway Board, 'Swachchta Pakhwara' is being organized at various locations in CLW premises from 16th to 30th Sept.,2020.

Part of 'Swachchta Pakhwara' a cleanliness and Sanitization drive programmes on removal of Plastic waste was held today in various offices like Main Shop, TR25, SFS 03, HMS 08, Wheel shop 09, ELAAU Dankuni and store etc., wherein Officers and Staff actively participated, maintaining all precautionary measures of Covid-19. ■



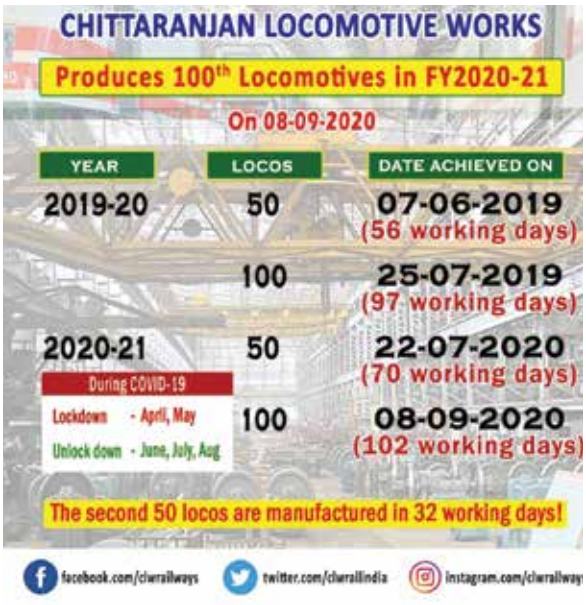
'Swachchta Pakhwara' was started in CLW

CLW Produces 100th Electric Locomotive

CLW produces 100th electric locomotives on 08.09.20. The 100th loco no WAG9HC(32904) was despatched from the CLW siding, by Shri Praveen Kumar Mishra, General Manager, Chittaranjan Locomotive Works. Despite Lockdown in April & May and Covid-19 related instructions, while the First 50 locos were produced in 70 working days, the next 50 locos have been produced in only 32 working days. As such, 100 locomotives have been produced in 102 working days this year in FY 2020-21, as against 100 locomotives produced in 97 days in FY 2019-20. Shri Praveen Kumar Mishra, General Manager has not only motivated & encouraged the workforce of CLW but also constantly monitored the supply chain & production. With this, it is hoped that CLW will be able to achieve another milestone in this current financial year 2020-21 by surpassing the target again.

CLW has created world record by producing 402 and 431 Electric Locomotives in 2018-19 and 2019-20 respectively. ■





'Dikshant Parade' Prganised by CLW/RPF Wing



The'Dikshant Parade'of 3rd batch of Constable Recruits was organised today morning at AW parade ground in Chittaranjan. Shri Praveen Kumar Mishra, General Manager, CLW graced the ceremony as Chief Guest who received the salute. 'Nissan Toli' in parade and retreat was performed by the recruited 148 constables followed by National Salute & National Anthem. Shri Tarique Ahmad, PCSC cum IG/ RPF/CLW and Sr. Officers of CLW were present during this Passing Out Parade Ceremony maintaining all precaution of COVID-19. A colorful March past was presented by the contingents. Shri Praveen Kumar Mishra, General Manager in his address appreciated the efforts of PCSC/RPF and Principal/STC/RPF for training & organising the Passing out Parade in a befitting manner. General Manager also presented Best All Rounder Cadet, Best Outdoor & Indoor Cadet and Best Parade Commander award with Medal and Merit Certificates to four meritorious RPF Constable. The Dikshant Parade was ended up with tree plantation by visiting officials. ■

RWF Prices Competitive in Global Market

With great efforts, cost of RWF products has been reduced by 11% to 16% as compared to Sept'19, the price of wheelsets became less for Non Railway Customers than import price for the 1st time. This has given a competitive edge to RWF in global market. RWF maintained prices despite fixed costs due to lockdown and COVID conditions.





Konkan Railway : Shared Journey for Development, Connectivity and Progress

Konkan Railway has successfully delivered two state of art 1600 HP DEMU Trainsets with modern amenities to Department of Railway, Nepal on 18/09/2020 under guidance of Hon'ble Minister of Railways. This is under Indian Government's policy of Make in India - Make for World and is a flagship export of India to find great visibility in Nepal. Konkan Railway Corporation Limited signed an agreement with Department of Railway, Nepal on 10th May, 2019 to supply Two 1600 HP DEMU Trainsets. These trainsets have been manufactured at Integral Coach Factory, Chennai. Each trainset has one Diesel Power Car, one Diesel Trailer Car and Three Trailer Cars, including one with air-conditioning. The trainsets have latest AC-AC controlled propulsion system.

Konkan Railway successfully delivered these two DEMU train sets to Nepal against an order placed by Department of Railways, Nepal for a value of INR 52.46 crores. These trains were moved self propelled from Jaynagar in India to Janakpur in Nepal by Konkan Railway team. The trainsets were well received by the people of Nepal along the route and at Janakpur. These DEMU trainsets are planned to be used for passenger services between Jaynagar in India and Kurtha in Nepal.

Konkan Railway is happy and privileged to work with Department of Railways and the Ministry of Physical Infrastructure and Transport, Nepal in materializing this supply and proud to strengthen its geo-strategic reach and be part of India's foreign relations. ■

Integrated Water Conservation and Waste Management System at Mechanized Laundry, Coach Maintenance Depot, Kamakhya, NF Railway

Shri Kapil Jambhulkar, *Sr. CDO/GHY*
Shri Vijay Prakash, *CDO/KYQ*

ABSTRACT

Objective: The Coach Maintenance Depot, Kamakhya has a Mechanized Laundry of 5 ton capacity and it is the largest mechanized laundry in Assam state or NE India. Huge quantity of diesel for heating water and generating steam and water for washing linen is used in the laundry. It has scope of saving of both water and diesel and planned in development of this integrated conservation system.

Design: A closed loop water recirculation system was developed to utilize wastewater, steam exhaust and rain water to reduce fresh water input in the laundry. With the help of incinerator, solid waste management of dry solid waste at stations, colonies, pitlines and offices is burnt in Pollution Control Board approved norms and the heat is utilized for waste to energy conversion leading to saving of diesel used in boilers in laundry.

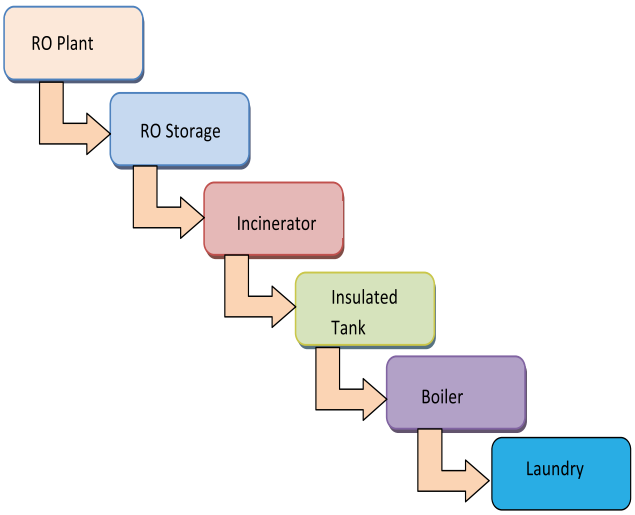
Result & conclusion: It is the only kind of its integrated conservation system in any laundry in Indian Railways. It has led to not only substantial water and diesel saving but also solid waste disposal in environmental sustainable manner in Greater Guwahati Railway area. Some more water saving shall be realized with setting up of Automatic Coach Washing Plant and the Water Harvesting System which are under process at the time of writing of this article.

INTRODUCTION

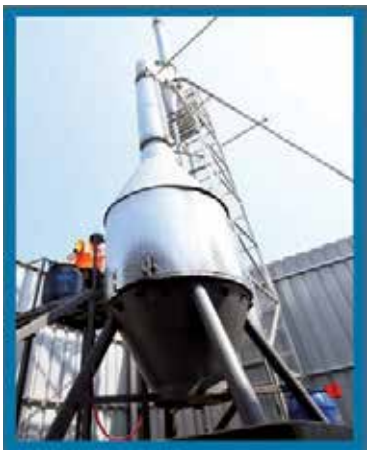
The Coach Maintenance Depot, Kamakhya[i] in Guwahati city is the first LHB depot of NF Railway[ii] with holding of above 400 coaches. It has a mechanized laundry (the first and the biggest in NE India) functional since 2010 with 5-ton capacity. The linen requirement for trains running KYQ stations is about 4-5 tons per day and it is completely fulfilled by the mechanized laundry at KYQ depot. The consumption of water is about 22000 litres per ton of linen washing with about approx. 180 litres of diesel per ton required for hot water and steam requirement in washer extractors, driers and ironers. About 15000 litres of wastewater is drained from washer extractors per ton of linen washed which is approximately 75000 litres per day considering full capacity utilization of the laundry. There is enough roof area in laundry, which helps in collection of about 100000 litres of rainwater per year considering the average rainfall in Guwahati. Apart from utilizing the water output from laundry, the incinerator plant has been commissioned with a view to dispose dry solid waste and at the same time, convert this waste to energy in form of heated water and steam thus reducing diesel requirement in boilers in the laundry.

SOLID WASTE INCINERATOR PLANT

There is huge generation of dry solid waste in various Railway establishments (Stations, HQ, Pitlines, etc.) and colonies (GHY, NGC, PNO and MLG) in Greater Guwahati area and taking initiative as a part of Swachh Bharat Mission to promote Green Environment with aim of achieving waste to energy, a Solid Waste Management waste to energy recovery system near Mechanized Laundry was commissioned in the month of February, 2020.



- The installed system burns 150 kg of solid waste perhour
- Generates 900 litres of hot water per hour with average temperature of 80^{o}C
- This hot water is directly supplied to boilers ofLaundry
- This reduces energy required for heating of inletwater
- This results in saving of diesel of 40 liters per ton of linen production in Boileroperation
- Installed by M/s Environ Solutions, Guwahati



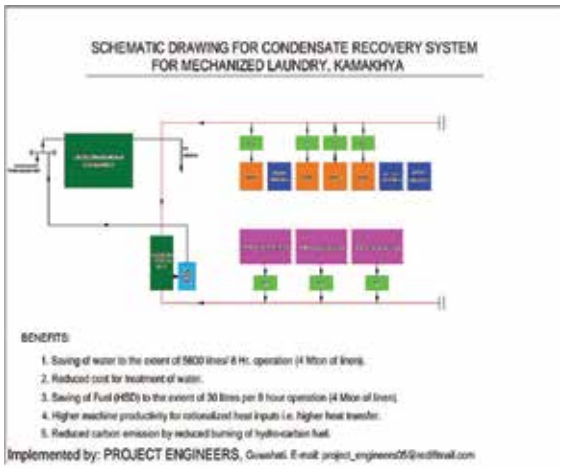
Incinerator

STEAM CONDENSATE SYSTEM

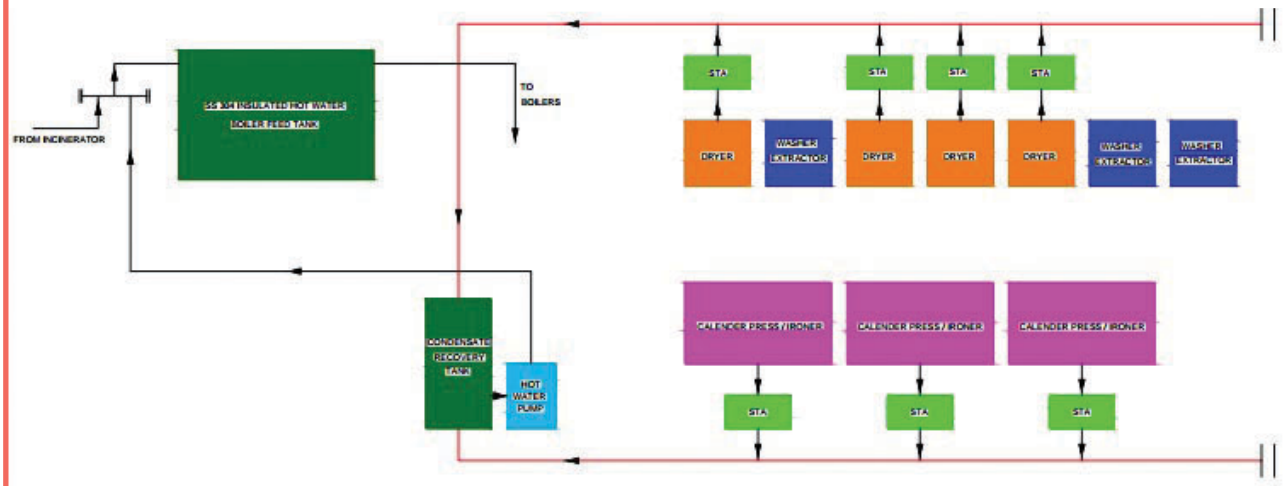
Mechanized laundry at Kamakhya operates in a two shifts of 8 hours each per day for production of 5 tons of linen. During this process, steam generated at boiler after passing through different laundry machines (Washer Extractors, Flat work ironers and driers) is exhausted into atmosphere. This system was designed to tap this exhausted steam and send it to the steam condensateline.



Steam Condensate Collection Pipeline



SCHEMATIC DRAWING FOR CONDENSATE RECOVERY SYSTEM
FOR MECHANIZED LAUNDRY, KAMAKHYA



BENEFITS:

1. Saving of water to the extent of 5600 litres/ 8 Hr. operation (4 Mton of linen).
2. Reduced cost for treatment of water.
3. Saving of Fuel (HSD) to the extent of 30 litres per 8 hour operation (4 Mton of linen).
4. Higher machine productivity for rationalized heat inputs i.e. higher heat transfer.
5. Reduced carbon emission by reduced burning of hydro-carbon fuel.

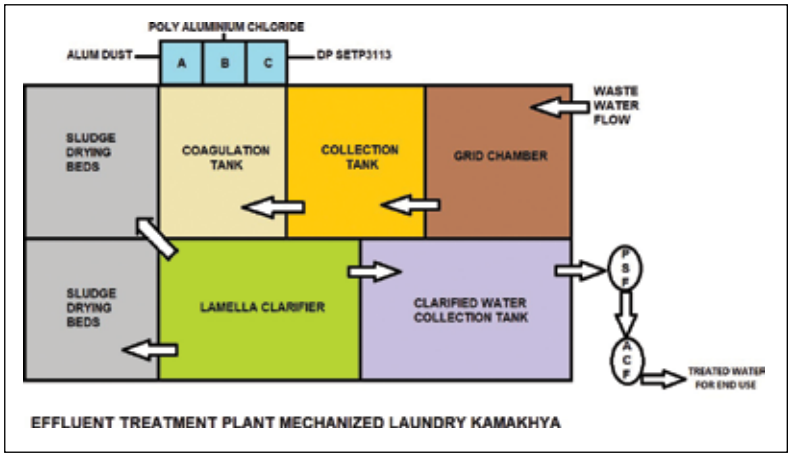
Implemented by: PROJECT ENGINEERS, Guwahati. E-mail: project_engineers05@rediffmail.com

Average generation of condensate water is approximately 900 lts. per hour at average temperature of 80º C. Steam is collected in a common header which accumulates in an insulated tank situated underground which is then pumped by hot water pump to an insulated tank connected to the incinerator plant connected to boiler inlet This reduces the heating requirement of steam in the boiler. Average amount of recovered condensate water is approximately 4000 lts. per ton of linen production. This will save about 15 lts. of diesel consumption per day.

EFFLUENT TREATMENT PLANT

The Effluent Treatment Plant (ETP) at Mechanized Laundry has been installed to reduce the pollution load of wastewater to the extent to meet the PCB standards for the wastewater discharge. The approximate area of the ETP is 380 sq. ft.

The waste water coming out of the washer extractors is treated in effluent treatment plant (ETP) before discharge to drain. Considering 5-ton linen washing, an average of 90,000 litres of water is used per day, out of which, 75,000 litres approx per day is released to ETP for treatment in ETP. The treated water is used for gardening purpose currently. In future, this treated water in planned to be used in ACWP that is being installed at KYQ coaching pit line.



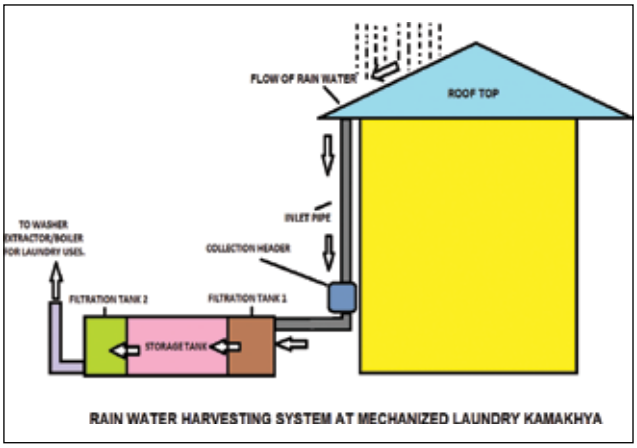
EFFLUENT TREATMENT PLANT MECHANIZED LAUNDRY KAMAKHYA

THE FUNCTIONALITY OF THE ETP IS AS UNDER

- The wastewater comes out of the laundry and passes through the grid chamber where the solid waste material is restricted to enter the ETPchamber
- It passes through the grid chamber the wastewater is collected to the collectiontank
- From the collection tank the water moves to the Coagulant tank where following chemicals are added forpurification:
  - A. Alumdust
  - B. Poly AluminumChloride
  - C. DP SetP3113
- The overflowed water is collected to the Lamella clarifier chamber. This is a compact, inclined plate type of clarifier. It is used for clarification of water, waste water and liquid having suspended and colloidal particles.
- The clarified water from the lamella clarifier tank is collected in the clarified water collection tank, from where the water is drained out andre-utilized.

RAIN WATER HARVESTING SYSTEM

As per Indian Railways Water policy 2017[iii], for roof area above 200 sqm, provision of RWH should be considered to tap the rainwater apart from ETP and use it for various purposes. After the provision of ETP and steam condensate recovery system, there is still scope of reduction in raw water consumption. Average annual rainfall of GHY is 1698 mmivand considering this



RAIN WATER HARVESTING SYSTEM AT MECHANIZED LAUNDRY KAMAKHYA

potential, almost 100,000 liters of water can be tapped for use in laundry with rainwater harvesting system. Rain Water Harvesting is being planned at Mechanized Laundry Kamakhya for tapping rainwater, storing it and using it in linen washing.

CONCLUSION

The Coach Maintenance Depot, Kamakhya is the first depot to install integrated water and energy conservation project of this scale for achieving environmental sustainability and converting waste to energy. Laundry being intensive water and energy consumption centre, it has immense potential for water conservation as well as energy conservation. It not only reduces cost but also contributes to environmental sustainability. With the climate change being a real threat, such initiatives to reduce resource strain on our planet are needed at all units.

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ii) https://twitter.com/RailNf
iii) http://www.indianrailways.gov.in/railwayboard/uploads/directorate/Environment_Management/Water_policy_020718.pdf
iv) https://en.climate-data.org/asia/india/assam/guwahati-4864/#:~:text=When%20compared%20with%20winter%2C%20the, is%201698%20mm%20%7C%2066.9%20inch. ■

WORLD BREASTFEEDING WEEK

Dr. Sangeeta Bhattacharjee (PT)
Physiotherapist, SECR Central Railway Hospital Bilaspur

The World Breastfeeding Week is organised every year by the World Alliance for Breastfeeding Action (WABA), a global network that aims to protect, promote and support breastfeeding around the world. WABA reintroduce the culture of breastfeeding around the world as the primary source of nutrition for a child which can help protect the child from various deadly diseases like pneumonia. It works with the WHO and Unicef to get its aid to the right people in the right communities.WBW was started in 1992, with annual themes including healthcare systems, women and work, the International Code of Marketing of Breast milk Substitutes, community support, ecology, economy, science, education & human rights. Each year WABA operates under a certain theme in order to facilitate their goals.

FACTS

- There was a huge cultural change in breast feeding after the Second World War, when it was thought to be modern, scientific and desirable to use formula feed instead of breastfeeding.
- Both the World Health Organization (WHO) and United Nations Children's Fund (UNICEF) recommend early initiation of breastfeeding, exclusive breastfeeding during the first 6 months of life and continued breastfeeding until 24 months of age .
- An estimated 78 million babies – or three in five – are not breastfed within the first hour of life, putting them at higher risk of death and disease. Newborns who breastfeed in the first hour of life are significantly more likely to survive. Even a delay of a few hours after birth could pose life-threatening consequences.
- India is among the world's five largest emerging economies where investment in breastfeeding is significantly low resulting in an annual economic loss of $14 billion due to child deaths and cognitive losses(mental problems) caused from poor breastfeeding practices.
- A team of researchers from the World Health Organisation and Unicef estimated that 8,00,000 child deaths a year worldwide would be prevented if breast milk was universally used to feed babies.
- The better the breastfeeding practice, the higher the protection. Even partial breastfeeding had modest protective effect compared to no breastfeeding.

World Breastfeeding Week 2020

Between August 1 through 7, WABA will be working to highlight how infant breastfeeding can directly affect the environment and climate change, and how it is responsible for the health and well-being of the planet and its people. Ensuring wellbeing includes ending poverty, hunger and malnutrition, promoting good health as well as ensuring the right to decent work, gender equality, inclusiveness and peace.

THEME
'Support Breastfeeding for a healthier planet'

'Breastfeeding is a prime example of the deep connections between human health and nature's ecosystem.'Breast milk serves as a natural, and renewable source of nourishment for children that does not impact the environment in a negative fashion and is completely green as it produces no waste, and the production and delivery of which causes absolutely no pollution. WABA highlights the negative effects that artificial feeding has on the environment and how it serves as a drain on natural resources. WHO and UNICEF are focusing on the counselling and calling governments for supporting breastfeeding.

Why Are Skilled Breastfeeding Counselling Services Necessary?

According to the joint message of UNICEF and WHO, skilled counselling services ensures that

- They help women experiencing breastfeeding problems, such as latching difficulties, painful nursing, and low milk production.
- They educate patients in how to correctly breastfeed their babies.
- They also help mothers in the transitions back to work by teaching them how to maintain milk supplies.
- A lactation consultant also helps babies who aren't gaining enough weight.
- Mother and families will get the support along with the required information, advise and the reassurance needed for the babies optimally.
- They can help mothers to extend the duration of breastfeeding, build confidence while respecting their individual circumstances and choices.

Reasons Behind Calling on Governments by UNICEF and WHO are :

INVEST — *'Invest'* that is to ensure that all women will get breastfeeding counselling when required. This in turn will increase financing for breastfeeding programmes and improved monitoring and implementation of policies, programmes, and services.

TRAIN — *'Train'* all those health care workers associated with it including midwives and nurses. So that skilled breastfeeding counselling can be provided to mothers and families.

ENSURE — *'Ensure'* that skilled breastfeeding counselling is available as routine health exercise and nutrition services.

PARTNER — *'Partner'* that is collaborating with civil society and health professionals associations, to build strong collaborative systems for the provision of appropriate counselling.

PROTECT *'Protect'* all those health workers from the influence of the baby food industry.

Benefits of Breast Feeding

- Exclusive breastfeeding till six months of age helps to protect an infant from gastrointestinal infections,respiratory tract infections, diarrhea, vomiting childhood lymphoma, allergic diseases,childhood leukemia later in life as it contains several anti-infective factors.
- The breast milk also has long-chain polyunsaturated fatty acids which help with normal retinal and neural development.
- Breast milk is the only natural food designed for your baby.
- It is free and available whenever and wherever baby needs a feed.
- It is the right temperature.
- It can build a strong physical and emotional bond between you and your baby.
- It reduce the chance of sudden infant death syndrome (SIDS) by more than a third.
- Decrease risk of obesity ,developing type 1 and type 2 diabetes and other illnesses later in life.
- Breast-fed babies tend to be more active, crawl and walk earlier than bottle-fed babies.
- There is evidence that prolonged breastfeeding not only increases intelligence but also has an impact both at an individual and societal level by improving educational attainment and earning ability.

Benefits of Breast Feeding to Mother

- Lowers risk of getting breast, ovarian cancer and endometrial cancer.
- Helps in uterine shrinkage.
- Decreases depression / postpartum depression.
- Decreases risk of osteoporosis.
- Naturally uses up to 500 calories a day thus helping you to lose weight naturally.
- Saves money – infant formula, the sterilizing equipment and feeding equipment can be costly
- Exclusive breastfeeding can also delay the return of periods.
- Lowers chance of developing diabetes mellitus type 1, diabetes mellitus type 2 and metabolic syndromes later in life.
- It can help with birth spacing.
- By putting the baby tothe breast immediately after birth, postpartumbleeding can be reduced.
- Protection Against Osteoporosis and Hip Fracture

COVID-19 and Breast Feeding

- Breastfeeding improves the health of child and mothers.
- Transmission of COVID-19 through breastmilk and breastfeeding has not been detected. So there is no reason to avoid or stop breastfeeding.
- The numerous benefits of skin-to-skin contact and breastfeeding substantially outweigh the potential risks of transmission and illness associated with COVID-19.
- If a mother is confirmed/suspected to have COVID-19 she should
  - Wash hands frequently with soap and water or use alcohol-based hand rub, especially before touching the baby
  - Wear a medical mask while feeding. It is important to:
    - Replace masks as soon as they become damp.
    - Dispose of masks immediately.
    - Not re-use a mask.
    - Not touch the front of the mask but untie it from behind.
  - Sneeze or cough into a tissue, immediately dispose of it and use alcohol-based hand rub or wash hands again with soap and clean water.
  - Regularly clean and disinfect surfaces. ■

POEM

ELEPHANT KNEELING

I have informed the elephants
that i am not a poet..
I am lying on the ground
under the elephants" legs
with full of fear..
I am not going to passionate
on the elephant dung's heats
Or on the dancing of light waves
emanated from them..
Male elephants are loitering
for salt deep inside forests..
Those admirers of elephants spraying
manures to lure them and slave them..
But i am not of that brand..
Once again i am informing to elephants
that i am not a poet..
I had already erased the elephant pathways
deep inside my mind forest
After that only i am now telling this fact to elephants..
Elephants kindly stop your herds
stop your restlessness
Stop your flapping of ears and trunks..
patiently hear me..

Elephants are already conquered
they are already kneeling under Angusas[Goads}

Elephants you may kneel
but as a human being
I am not having the habit of kneeling before anyone..

Once again Elephants
kindly note
I am not a poet..
but a humble human being
knowing simply how to read and write... ■

Rajagopalan S
writer

'Ts. & Ps.' with no 'V.M.S.S.'

Shri N. Subramanian
Retired Office Superintendent, Southern Railway

I had a long hesitation 'to write or not to write' an article on this caption because of the elderly people with whom I interacted had equal hesitation 'to tell or not to tell' their silent sufferings that appears to be infinite and never ending one till their final departure. For good or bad, elders with all their age related ill health problems, mainly that warrants timely meals & medicines as well as men & materials to move & relieve even to answer nature's calls--the worst among being 'bed-ridden' state in their last days, are to remain a burden not only to their own family but for themselves due to their inactive and incapacitated stage.

To the best of my knowledge, before the advent of western culture in 17th. Century or so, the 'ever-green' and the whole world wide most admired living style or living nature in India is 'Joint Family' System. In those early days, Joint Family meant not only that the elders lived with their children alone, but also with their brothers & sisters, uncles & aunts, etc., mostly in villages. This system protected the elders to lead reasonably a happy life with hardly any tension, as they had the confidence that some one would take care of them when needed. With perfect understanding and obedience attitude on caring and sharing, the elders did not feel let down or lonely. I myself enjoyed such joint family environment with all its charm and I do also keep this tradition alive now for my present family of twelve in number. They have been living with a moral integrity to remain united generation after generation. Undoubtedly, there would have been a lot of differences in between all the family members but inspite of or because of the same, they have been living under one banner viz., JOINT FAMILY. A joint family is a self explanatory word which does have the similarity to innumerable joints of a human body that functions separately but controlled by one brain. People are now changed. They do not want to live in a Joint Family-which is now a days, termed as a 'crowd'. They want privacy; They want to keep only very limited members in a nuclear family too and it is on this ground, many prefer to maintain 'one child' norm. They do not want to be disturbed; They do not want to be advised; They do not want to listen your uncalled for reminiscence of the events in bringing them to the present status. They want utmost freedom on all aspects right from waking up late in the morning and going to bed late at night and in between a free life uncontrolled by family elders including their own parents. The only credit of Ts.' & Ps.' is that they need not even pray for their early departure from this world, as those who don't want their existence are doing it round the clock for their sake to take a sigh of relief and get relaxed/relieved at the earliest if not immediately.

With the result, the so called Joint Family System is now gradually loosing its sanctity and magnitude and the grand parents who are caught in between the sons, daughters-in-law and grand children and facing the brunt of the ground realities leading to untold miseries, are forced either to leave their homes or to live leaving all their senses including 'self-respect', though it is the most undesirable one. All these ill fated 'Ts. & Ps.' under JFS are unable to give up their prestige of living as a Joint Family for one or other reason, whether it is right or wrong. But, it is true that saying is easier than done. Yes, only the wearer knows where the shoe pinches like the crow does not understand the pain of buffaloes. However, these 'Ts. & Ps.' never express their humiliation they are undergoing to the outside world and will never give room to anybody that may bring a moral degradation to their Joint Family in any form. They will be going on quietly swallowing all negatives they face from dawn to dusk through character assassination, neglects, and ill treatments, etc., etc. These elders left in lurch, just eat whatever is offered from the other side and continue to live for 'living sake' in a family with no other thinking for an 'escape' from there in any kind that may be within or not within their reach and command. Their one and only object is to live and die in their joint family even when they are considered undesirable and treated so. Naturally, they are not even allowed either to eat, or sleep, or read, or dress with the grand children. Then, how there will be a connectivity between the grand parents and grand children and does not the highly dignified 'grand' is lowered to 'ground' level. Hence, they are always kept at a disrespectful arm distance from everything in the day-today life's activities under the usual dialogue 'they are aged-they should not be disturbed'. But, so long their health and physical condition permits, they do (or made to do) their bit to the family by serving either as watchman or as servant maid in return for their boarding & lodging. Thus Joint Families have become Jolted Families and the parents are detached while attached are the bathrooms which are not allotted yet to the elders there. Only the beggars and elders are not thrust/hanged with ID cards and so they can go every where and die elsewhere but, beggars (equally the cursed elders) 'don't have choice' it is said.

Many get imprisoned in their own houses and forced to remain dumb, deaf & blind. They have to swim along the stream by adjusting, compromising and sacrificing for everything right from using the bathroom to eating time at the convenience of rest of the family members. They are offered only the 'balance' diet (note it is not 'balanced' diet) whether it suits or does not suit to their health. Despite all the odds they are experiencing, they never resort to go against any one in their family, for, their earnest desire for ever is the welfare of their children and grand children and never for themselves. Though ashamed of the domestic violence happening to them behind the closed doors, because of what others would say, the 'Ts. & Ps.' do not reveal the torture they

are undergoing. They feel the Joint Family System is 'Owners Pride and Neighbours Envy' while the reality is only vice-versa i.e. 'Owners Envy and Neighbours Pride'.

Under the pretext of their safety and physical welfare, their movements are also restricted to a very large extent both inside and outside of the family. The so called 'Heads of the family' are now termed into 'Tails of the family'. No regards to get prior permissions from the elders, step-by-step, the status gets degraded from 'prior permission' to 'instant permission'; then 'prior information to instant information'; thereafter 'post information' and finally 'no information' at all. They are expected to be on 'silent mode' permanently within the family to avoid interference in freedom and also outside the family lest the family secrets (rather their pathetic situations) are shared in the name of 'time-passing gossip'. In many families, these isolated untouchables' untouchable clothes, plates and other usages also kept isolated. {{A grandson in one such family was keenly witnessing that his grandfather was being offered daily food in a special ugly plate. On the day the grandfather died, the grandson hurriedly took that plate and kept it in a safe place. When questioned by his parents, he replied to their shock, that he wanted to preserve it for his father when becomes a grandfather.--Likewise, once a husband and wife requested an agency to depute an 'Aayah' to look after their only son, as both the parents go for job. To their shock, they found the husband's mother, who was abandoned earlier due to the mistrust between the MIL & DIL, was the one deputed by the Agency from the Old Age Home}}

The ground realities of sufferings of the elders who are firm and adamant to live with all odds to keep a Joint Family System undisturbed in order not to get the family status lowered in the eyes of neighbours, relatives and the society are more alarming than being explained (when we go in deep with individual cases) as no one would like to be experienced of this negative aspect. Then where is the chance for these 'Ts. & Ps.' even to think of living and ageing gracefully with peace and contentment? After all, they just wish for an expenditure free love and affection in their twilight years. While their this barest minimum, ordinary and common expectation is refused, they have no interest to live and opt to long for the Divine's call.In the name of 'old is gold'even the non-living things like the heritage properties are restored/renowned all over the world but when will these 'Ts. & Ps.' will regain their lost paradise? Atlast, the fortunate few depart with satisfaction and peace of mind, while others live and leave sadly.

Alas, the fate of 'Ts. {Thathas} & Ps. {Pattys}', in the present families pretending to maintain as Joint Families are not written in documents but practiced to live with no V {Vekkam}, M {Maanam}, S {Soodu}, S {Soranai}, etc.. I am really sorry to mention that this is the expansion of this article's caption and I do not translate these words, because, they are unique identities on their own notoriety in Tamil Language.

PS Coming to a negative conclusion on this subject much talked and nothing done so far to arrest the negatives, it can be well said that there will be no 'issues' (problems) if you do not have any 'issues' (children) for life time. It is the earnest but too late conclusion for elders abused by their own children. Their further sufferings make them to suggest the remaining (unaffected presently but likely to be affected later at their old age) to get married and live together, both being orphans with productive incapacity (resulting in no issues) which aspects will make them to live happily for ever with no ordeals narrated/experienced/witnessed above, once they are aged. This can be the only way for a 'Great Escape' as a permanent measure of living a life with no negatives. ■

POEM

EPHEMERAL HUMILIATION

With humiliation and ever struggling in the waves of inferiority complex
I always say go
From the constant denial of self-respect and ephemeral nonexistent dignity
My blood's current ebb and flow
Not so episodic but structural form of ill treatment of perennial force
Shows to my world that I am no more
The routine and recurrent cruel stabbing at the back not at all allowed me
Reaching even the distant glimpse of the shore..
One object was thrown on the street that is my breath alas
And asked me to take that back
By the always self declared upper hand of authority or society
I was on my toes like a dog inside a sack..
On the bunds of Cauvery when my own brethren soiling the banks
I was ordered not to write about that
Haunting hereditary habits in open..my head had fallen in shame
Gave the humiliator the pleasure of hate
One day the structural and willful humiliation could be tored into pieces
Of the day of my Rest
And the world of recognition and reconstruction would fill the hollowness
For getting me beyond the crust..
Now I could be per se trusted.. ■

Rajagopalan S
writer

KNOWLEDGE MANAGEMENT

Prof. S. Balakothandapani
Former Chief Trainer ZRTI, Oxford Engineering College, Trichy)

In post-capitalism, power comes from transmitting information to make it productive, not from hiding it
Peter Drucker

Knowledge can be defined as the understanding obtained through the process of experience or appropriate study. The study of knowledge is as old as human history. It has only been recognised in the last decade as a crucial element of the industrial development of firms. The ability to store, capture and disseminate knowledge within and across organisational boundaries has challenged managers for many years. However, as product life cycle have reduced and environmental volatility has increased, the need to manage knowledge is intensifying, particularly across the value chain and firms view knowledge and Knowledge Management are part of their strategic orientation

Success in today's global interconnected economy springs from the fast and efficient exchange information, sustainable competitive advantage is no longer rooted in physical assets and financial capital but in effective channelling of intellectual capital organisations believe in managing their intellectual resources and capabilities, in order to become and remain competitive. Hence Knowledge Management has become a fundamental concept for those interested in the ever changing events of the business world .Organisations invest heavily in building knowledge management systems. They must strategically assess their knowledge resources and capabilities and need to establish their knowledge strategy to sustain competitive advantages by creating, nurturing and learning.

Kinds of Knowledge

Knowledge can be classified on the basis of whether it is procedural, declarative, semantic and episodic and another way of classifying knowledge is to find whether it is Tacit or Explicit one. Explicit knowledge assets are;



Commercial publications, organizational business records, e-mail, web, groupware, intranets, databases, self study material etc.

Tactic knowledge usually gets embedded in human mind through experience whereas Explicit knowledge is that which is codified one and digitized in documents, books, report, spread sheets, memos etc. Tacit knowledge assets are face to face conversions, Individual knowledge, top management support, social capital (cultural), trust, knowledge behaviour and human capital issues, e-mail, mentoring, training, customer knowledge etc

Knowledge sharing

Knowledge sharing is the process through which explicit or tacit knowledge is communicated to other individuals.

Typical examples of knowledge sharing

1. Writing books or Research papers
2. Delivering a lecture or making speech or presentation
3. Participating in a dialogue over coffee or lunch
4. Participating in communities of practice
5. Mentoring a new staff, shadowing an expert

Knowledge Management

Knowledge Management may be defined simply as doing what is needed to get the most out of knowledge resources. It focuses on organising and making available important knowledge, wherever and whenever it is needed. Knowledge Management is highly related to the concept of intellectual capital both human and structural.

In general knowledgement is the amalgamation of earlier experiments,such as management information systems, business process reengineering and information resource management. Knowledge Management is nothing but compared knowledge to light, weightless and tangible, easily travel the world and enlightening the lives of people everywhere,

World Bank Report

Perception of Knowledge Management

Depends on person and his/her specially

1. Information professionals such as librarians, record managers and archivists emphasize document management
2. Information Technologies like Software developers, Programmers, Hardware, Software, Net work and Telecommunications
3. Sector specialist like agricultural, education, industry and organisations learning specialist have their own perceptions
4. Knowledge Management is addressing databases, website interfaces and documents

Why Knowledge Management?

1. To share the knowledge, a company creates

exponential benefits from the knowledge as people learn from it
2. To build better sensitivity to brain drain
3. To reacting to new business opportunities
4. The main reasons is to make organisation more protective, more effective and more successful

5. Knowledge Management is introduced to enhance collaboration, to improve productivity, to enable and encourage innovation and to cope with information overload and deliver the essential one
6. To enhance collaboration
   a) Need to work smarter
   b) Innovation originates as a result of collaboration and rich in information flow
   c) If we apply knowledge to tasks that are new and different is referred as innovation etc

Technologies that support Knowledge Management include Artificial Intelligence technologies including those used for knowledge acquisition and case based reasoning systems ,electronic discussion, groups, computer based simulations, databases, decision support systems, enterprise resource planning system seaport systems, management information systems, expertise locator systems, video conferencing and information repositories including best practices databases and lessons learned systems

Management skills and Roles

Managers need skills to perform the challenging duties and activities associated with a being Manager and require the following three essential skills

1) Technical skills are job-specific knowledge and techniques needed to proficiently perform specific tasks.
2) Human skills are the ability to work with other people individually and in a group
3) Conceptual skills are the ability to think and to conceptualise about abstract and complex situations

Management Roles refer to specific categories of Managerial behaviour. Over all there are three categories to be observed

a) Interpersonal Roles include figure head, leadership and liaison activities
b) Informational Roles include Monitoring, disseminating and spokes person activities
c) Decisional Roles include Entrepreneurs, disturbance handler, Resource Allocator and negotiator

Although the functions approach represents the most useful way to describe the Managers job, Mint bergs roles give additional insight into Managers work. Some of the ten roles do not fall clearly into one of the four functions, since all Managers do some work that is not purely managerial

Knowledge Management and Competitive Advantage

Competitive advantage can be created in numerous ways, for instance, by size, location, access to resources or even by plain luck. Lasting advantage can come from using knowledge management to support what we do well and to add value to resources we possess that are not readily available to competitors. For organisational knowledge to offer sustainable competitive advantage , it should have the following four properties. It should be valuable, rare imperfectly substitutable. A prerequisite of implementation of knowledge management is to understand and develop the infrastructure elements required to support the acquisition, management and transfer of tacit and explicit organisational knowledge. Three areas of emphasis from the literature on organisational knowledge infrastructure; these are the emphasis on people, process and technology. Innovations that exploit a firms assets are likely to add value to those resources and the competitive advantage that results is likely to be sustainable. The literature on Knowledge Management highlights the importance of a sharing culture to support and roster a knowledge management focus. Knowledge Management can be viewed as a socio-technical system of tacit and explicit business policies and practices. It is enabled by the integration of information technology tools, business processes, human or social capital, continuous learning and innovations

Conclusion

Knowledge Management and relationship between competitive advantage and knowledge management based on review, interpretation and synthesis of a broad range of relevant literature. The literature review revealed the complexity and multi-faceted nature of organisational knowledge and knowledge management. Knowledge management involves distinct but interdependent processes of knowledge creation, knowledge storage, retrieval , knowledge distribution and knowledge application. At any point in time an organisation and its members can be involved in multiple knowledge management process chains. As such knowledge management is not a monolithic but a dynamic and continuous organisational phenomenon,

Management of knowledge can be a key source of organisational advantage. Lots of innovations depend on knowledge which has long been known but not applied to the current problem. The review presented here suggests development of action oriented goals, formulation and implementation of strategies for developing, acquiring and applying knowledge. The improvement of the business processes in the organisation with a focus on knowledge development and its use in gaining competitive advantage, since knowledge is developed within the organisation and difficult to imitate its today being looked as the principal source of gaining competitive advantage

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Char Dham Railway : Boon for Devotees

Shri Anil Saxena
Freelancer

Char Dham Yatra comprises of Haridwar, Yamunotri, Gangotri, Kedarnath, Badrinath, Rishikesh tour. Himalaya has always been the abode of the Gods. The Vedas and Upanishads tell us fascinating stories about gods and demons who dwelt here. Ancient literature refers to this region as Badrikashram, Himavat, Tapobhoomi, Devabhoomi and Kedarskhand. Every cave, rivulet, brook and valley is associated with the memory of a sage or saint and fascinating legends.Here, where the individual merges with the macrocosm. To Uttarakhand, long called Devbhumi belong some of the holiest Hindu shrines, and for more than a thousand years, pilgrims have been visiting the region in the hopes of salvation and purification from sin. Gangotri and Yamunotri, the sources of both the Ganges and Yamuna fall in the upper reaches of the state and together with Badrinath (dedicated to Vishnu) and Kedarnath (dedicated to Shiva) form the Char Dham of Uttarakhand, one of Hinduism most spiritually auspicious pilgrimage circuits. More than a hundred years ago in 1891, Swami Vivekananda wandered in these of hills as a pilgrim.

Indian Railways to make Char Dham Yatra easy for crores of devotees

- The Indian Railways is working on a much-awaited project to connect the Char Dham sites in Uttarakhand through a 327-km-long railway line. Indian Railways is going to make the Char Dham Yatra easy for crores of devotees. Devotees will be able to travel by rail to visit Gangotri, Yamunotri, Badrinath, and Kedarnath situated in the holy plains of Uttarakhand
- Indian Railways will lay four rail lines to connect the Char Dhams, which will stretch 327 km to connect the holy shrines in Gangotri, Yamunotri, Badrinath, and Kedarnath for an easy and comfortable journey of crores of devotees.
- This railway line will also cross through Dehradun, Pauri, Garhwal, Chamoli, Rudra Prayag, and Uttarkashi,
- The Char Dham Railway Indian Railways's upcoming twin railway lines, will complement the Char Dham Highway project by connecting the holiest places of Hinduism called Chota Char Dham, from the existing Doiwala railway station near Dehradun to Gangotri and Yamunotri via a fork at Uttarkashi and another set of twin rail links from the upcoming railway station at Karnaprayag to Kedarnath and Badrinath via a fork at Saikot. The line is also of strategic military importance and has been designated a national project.

The Char Dham Railway has two different Y-shaped railways, with total of the following four individual rail lines:

- **Gangotri–Yamunotri spurs:** Main spur will go to Gangotri which will also Y–fork for another spur to Yamunotri.
  - **Doiwala–Dehradun–Uttarkashi–Maneri Gangotri Railway** 131 km long route will have the following 11 stations: Doiwala, Sangatiyawala Khurd, Sarangdharwala, Ampata, Maror, Kandisaur, Chinyalisaur, Dunda, Athali, Ladari and Maneri Pilgrims will walk from Maneri to Gangotri. This will take the railway and Char Dham road highway at Gangotri closer to the large disputed India-China border area of Nelang Valley which is currently in India's operational control.[4][5] Maneri to Gangotri is further 84 km.
  - **Uttarkashi–Palar Yamunotri Railway,** 22 km long route will make a 'Y' fork connection at Athali from the Gangotri railway above to reach at Palar railway station from where pilgrims will wtake road and track to Yamunotri. Palar to Yamunotri is further 42 km.
- **Kedarnath–Badrinath spurs:** Main spur will go to Kedarnath which will also Y–fork for another spur to Badrinath.
  - **Karnaprayag–Saikot–Sonprayag Kedarnath Railway** 99 km long route will have the following 7 stations: Karnaprayag, Siwai, Saikot, Bairath, Chopta, Makkumath and Sonprayag. Pilgrims will walk 19 km from Sonprayag to Kedarnath.
  - **Saikot–Joshimath Badrinath Railway,** 75 km long route will make a 'Y' fork connection at Saikot from the Kedarnath railway above to Joshimath. It will have the following 4 stations: Saikot, Tripak, Tartoli and Joshimath. Pilgrims will walk 37 km from Joshimath to Badrinath. This will take the railway and Char Dham road highway at Badrinath closer to the disputed valley on India-China border area of Bara Hoti which is currently in India's operational control
- **Rishikesh–Karnaprayag Railway** is also an under construction new railway link extension from the



Shri Narendra Modi visiting the chardham highway projects, exhibition in Uttarakhand

exiting Rishikesh railway station to Karnaprayag. It will have the following 11 stations: Rishikesh, Shivpuri, Byasi, Devprayag, Maletha, Srinagar, Dhari, Rudraprayag, Gholtir, Gauchar, Karnaprayag.

Strategic importance

Once this railway line is completed, India-China border will be closer to the rest of India by railway. The time taken to reach the strategic border military stations from Delhi will be reduced by providing safe and quick mode of public transport for personnel and equipment.

Challenges

After the Konkan Railway and Jammu–Baramulla line, this line will be the most challenging railway project in Indian Railways due to high mountains, a large number of tunnels and high bridges and severe cold weather in flood, landslide and earthquake prone high altitude mountainous area.



Shri Piyush Goyal

Boon for Devotees of Char Dham: Railways is working on 327 km network to connect the Char Dham in Uttarakhand. This will make it convenient for crores of devotees to visit the holy shrines of Gangotri, Yamunotri, Badrinath & Kedarnath



Badrinath Dham



Gangotri Dham



Kedarnath Dham



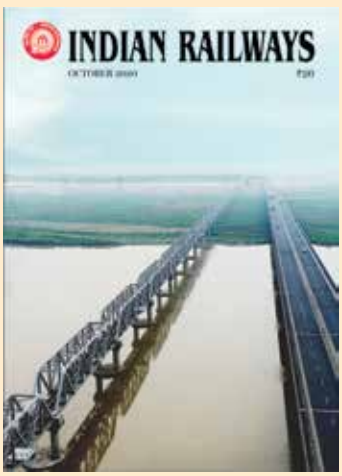
Yamunotri Dham

Anil Saxena

Piyush Sir, After the Konkan Railway and Jammu–Baramulla line, this line is the most challenging railway project in Indian Railways due to high mountains, a large number of tunnels and high bridges and severe cold weather in flood, landslide and earthquake prone high altitude mountainous area. Once this railway line is completed, India-China border will be closer to the rest of India by railway. The time taken to reach the strategic border military stations from Delhi will be reduced by providing safe and quick mode of public transport for personnel and equipment.,You have well accepted this challenge.Char Dham Railway,- Indian Railways's upcoming twin railway lines, will complement the Char Dham Highway project by connecting the holiest places of Hinduism . The line is also of strategic military importance and has been designated a national project. Your great devotion to complete the project well in time is admirable. You have lot of blessings from crores of devotees. God bless you sir.

OUTLET FOR PURCHASE / SUBSCRIPTION

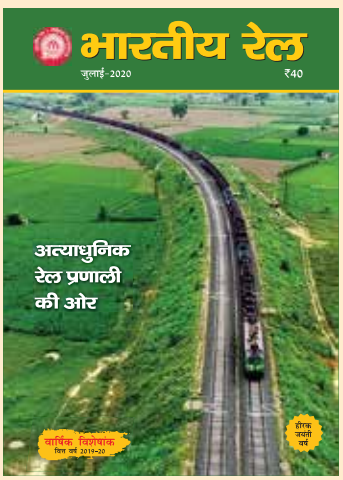
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The monthly magazines viz. 'Bhartiya Rail' in Hindi and 'Indian Railways' in English are now available for purchase/ subscription at Souvenir Shop of National Rail Museum, Chanakyapuri, New Delhi

ANNUAL SUBSCRIPTION

India : ₹ 250 (₹200 for Railwaymen),
Foreign : ₹ 500 (Sea Mail),
₹ 1000, (Air Mail),
Single Copy : ₹ 20, **Special Issue** : ₹ 70





***With inputs from News papers.*

Current status

Char Dham Railway project's 327 km long construction, costing INR ₹43,292 crore (USD $6.6 billion), began with the foundation stone laying and commencement of INR ₹120 crore *Final Location Survey* (FSL) in May 2017 by the Railway minister Shri Suresh Prabhu. In January 2018, Reconnaissance Survey was complete, and Final Survey using airborne electro-magnetic technique was underway by Turkish-Ukrainian company, which will be completed in 2 years, after which track laying would begin in December 2019. As of July, 2020 New Rishikesh railway station is ready and operational. Bridge over Chandrabhaga river is being laid. Also a bridge over Alaknanda river in Tehri is under construction. Both these bridges will be ready by 2021 as per plan. Land for all railway stations is acquired and work is going on in small phases over the entire route.

CHAR DHAM RAILWAY	
Overview	
System	Broad Gauge
Status	Under-construction
Locale	Uttarakhand
Termini	Start at Doiwala for Yamunotri and Gangotri routes, Start at Karnaprayag for Kedarnath and Badrinath routes End at Palar for Yamunotri, End at Maneri for Gangotri, End at Sonprayag for Kedarnath route, End at Joshimath for Badrinath route
Services	Two separate Y-fork railways with a total of four individual routes
Website	http://www.indianrailways.gov.in
Operation	
Operator(s)	Indian Railways
Technical	
Line length	327 km (203 mi)
Track length	327 km (203 mi)
Track gauge	1,676 mm (5 ft 6.0 in)
Highest elevation	1,733 m (5,686 ft)

- **Rishikesh-Karnprayag rail line project**

Soon, a new broad gauge railway line will be introduced by Indian Railways, connecting Rishikesh to Karnaprayag in the state of Uttarakhand. The upcoming railway line project aims to make train journeys convenient and comfortable for pilgrims. Apart from making train travel easier, the railway line is also expected to play a crucial role in the development of the state.



Char Dham Rail Link Tunnel

The following yatra tips will help to make your Char Dham Yatra comfortable, hastle free and will keep you healthy and fit during the entire trip.

- The chardham or the four pilgrimage destinations are accessible only for six months (May to October)

Char Dham Expressway National Highway

Char Dham National Highway, is an under construction two-lane (in each direction) express National Highway with a minimum width of 10 metres in the Indian state of Uttarakhand. The proposed highway will complement the under construction Char Dham Railway by connecting the four holy places in Uttarakhand states ,namely Badrinath, Kedarnath, Gangotri and Yamunotri. The project includes 900 km national highways which will connect whole of Uttarakhand state.

Route Information : Maintained by National Highways Authority of India
Length : 719.0 km (446.8 mi). **Major Junctions :** *North end* : Mana. *South end* : Rishikesh
State : Uttarakhand. **Major cities :** Rishikesh, Dharasu, Yamunotri, Gangotri, Rudraprayag, Gaurikund, Kedarnath, Joshimath, Badrinath, Mana
Highway system : • Roads in India, • Expressways, • National, • State

throughout the year. The region becomes inaccessible during the other half of the part of the year due to snowfall. You can check opening and closing dates of Char Dham Temples.

- While visitng Hindu mythological sites, shrines and temples, one should remove shoes and cover head with a piece of cloth before entering the Holy Place.
- Carry heavy woolen clothes to protect from cold weather during the month of October-November and carry moderate woolen during Summer Season.
- Carry woolen Blanket, an umbrella, Raincoat, Torchlight, minimum luggage and canvas shoes with you. You can carry woolen sweater, monkey cap and muffler, which will enable you to with stand cold winds, at the upper level of Himalayas.
- Do carry creams, moisturizers, sunscreen creams.
- Pack a medical kit with painkillers, antibiotics, cough lozenges, Antiseptic cream, Iodine, tube-squeeze cream and medicines for cold and fever.
- Carry your routine medicines, as you might find only limited and general medicine at such remote locations.
- Carry dark choclates, dry fruits, Glucose (Glucon D), toffees. They will provide your instant energy during the trekking and during long jams.
- When asking for directions, speak to shopkeepers, not pedestrians. Check with at least two persons or more.
- Do not take pictures if cameras are not allowed in any particular area. Do not play with the sentiments of any particular religion.

Air Connectivity

Rishikesh, Haridwar, Kotdwar and Dehradun are well connected to major cities of India by Railway Network. From here you can get bus or you can hire taxi as well.

Clothing during Char Dham Yatra

Summers : (May, June, July, August)
Moderate Woolens
Winters : (April, September, October, November)
Heavy Woolens

Medical Emergency Number

In case of any serious medical emergency, call 108 (The Mobile emergency service from Government of Uttarakhand). Don't make fake calls, as it is punishable offence.

- At least a month before the Yatra, it is advisable to start preparatory exercises for the trip 4 months in advance.
- Though self-managed tours happen to be economical, it is advisable for your Chardham yatra to go for a guided tour arranged by an expert local travel agent.
- Carry extra batteries and films for your camera, as electricity is not regular in such remote places.
- Do not travel in the rainy season as there are a lot of landslides during that time.
- Book hotel rooms in advance if you are travelling close to the temple opening dates, there is a heavy rush of pilgrims. Check hotels on CharDham Route.
- Alcohol or non vegetarian food is not permitted during Char Dham Yatra Tour.
- Drink packaged water or boiled water only.

Air Connectivity

Jolly Grant Airport, Dehradun. Helicopter service to Kedarnath and Badrinath is available from Delhi, Dehradun, Phata, Augustmuni and Gauchar near Rudraprayag and Jollygrant Airport Dehradun.

Writers and Contributors

Writers are invited to contribute original general articles on subjects like SHORT STORIES, TOURISM, HEALTH, YOGA, CINEMA, GARDENING, MEDITATION, COOKING, SPORTS, FAMOUS PLACES ABROAD, TREKKING etc. in 800-1000 words/poems/quiz/puzzles. Relevant pictures along with article may be sent only on Email ID editorindianrailways@gmail.com. A suitable remuneration shall be paid after its publication. –Editor

THE IDEA THAT RAILWAY FORGOT

Shri Devi Lal Pande
Ex - Member Traffic, Railway Board

Indian Railways are at a crossroad. Increasing input costs, specially staff cost, and a declining revenue share has seriously dented railway finances. Cross subsidisation of low passenger fares by high freight charges has led to a modal shift in freight traffic, compounding the problem. Indian Railways are now totally dependent on select bulk commodities which are yielding less and less in terms of net revenue per kilometre. A silver lining is the addition to its infrastructure in terms of multiple lines over saturated routes and additional lines like Dedicated Freight Corridors. This is supposed to reduce per unit cost of transportation of goods while improving service delivery parameters. Important will be whether these benefits are directly and indirectly transferred to the customers and they perceive it to be so. Capacity creation also entails attracting new streams of traffic by adopting market friendly rates and procedures.

A major stream of traffic, which was earlier with railways and shifted as soon as alternatives were available, was less than rake load, less than bulk. In the eighties when railways first perceived capacity constraints, a conscious attempt was made to demarket this segment so as to meet the then pressing need of bulk essential commodities. This traffic in railways parlance was called 'smalls', 'piecemeal' and 'general goods'. It was forced to shift to road because railways selectively wanted it to be so. And Indian Railways succeeded in its efforts. Historians may find these acts justified depending upon the exigencies of the times. However this sector grew exponentially while railway was struggling with meeting the demand of the bulk sectors over a saturated system. It generated a demand on the road infrastructure as well as introduced newer alternatives like pipelines. Better roads likes Highways and Expressways developed as also higher capacity multi-axle truck carriers were introduced. This diverted the traffic in 'piecemeal' permanently. Railways responded with introduction of containerised traffic hoping to stem the tide. Alas, containerisation only captured a small segment that too primarily EXIM traffic. The domestic sphere remained largely untouched. A snap shot of this traffic by containers exhibits the lack of focus for catering to this segment.

Container Domestic Traffic During 01-08-2017 to 31-07-2019		
Gross Wt (Tonnes)	**Containers**	**TEUS**
>0 to <=10	22490	38345
>10 to <=18	55038	56967
>18	713673	752304

Last Two Years (From any station of MAS Division to any station of DLI Division)		
Container Domestic Traffic During 01-08-2017 to 31-07-2019		
Gross Wt (Tonnes)	Containers	TEUS
>0 to <=10	504	504
>10 to <=18	6293	6293
>18	23052	23053

Last Two Years (From any station of DLI Division To any station of MAS Division)		
Container Domestic Traffic During 01-08-2017 to 31-07-2019		
Gross Wt (Tonnes)	Containers	**TEUS**
>0 to <=10	67	67
>10 to <=18	302	304
>18	21461	21461

Ref.: Date collected from market

This stream of traffic, now totally moving by road, became truck dependant and the lot offering size planned accordingly. Simultaneously, the trucking industry developed higher capacity trucks with multi-axles which reduced unit cost to the customer. This synergy between the two helped in attracting and retaining the increasing demand. Pricing per tonne kilometre was from point of origin to destination, from godown to godown, exploiting the strength of a road based delivery system.

An important development in the road sector was that pricing was more on volume of the truck rather than only weight. This was totally different from rail pricing which was based on the carrying capacity of the wagon in tonnes. It was not on the volume of the packet size of different types of wagons. Consignments which were more voluminous than weighty were automatically outpriced. As an example, cotton consumes more space than weight; FMCG Items like refrigerators are more in size than weight. This volumetric pricing of space is not in the realm of railways policy where price is weight dependent. Railways sell space in tonnes than cubic metres. This apparently works for bulk commodities where production and distribution are by weight in tonnes. It does not suit the needs of customers of non bulk items. This is the same problem being faced by parcel traffic which therefore is being transported more by road than rail. Now this is the traffic Indian Railway wants to attract.

Attract it can but two things will need to be implemented. First a technologically advanced goods carrier which encompasses the advantages of road and

rail and catering to this traffic high in volume but low in weight. It should be a seamless rail-cum-road vehicle eliminating any intermediate handling of consignments. Even containers do not provide this facility for no change in modal travel. A container is lifted off the truck onto rail and vice versa. It generates its own time delays and cost additions. There is a definite need for introduction of newer technology which railways should encourage and nurture.

The second important requirement of building a new stream of traffic is to inculcate a change in mind set amongst railwaymen. It should be clearly understood that any new stream of traffic cannot be dealt with in the same manner as bulk traffic; or even as an offshoot of it. Railways will have to be proactive, innovative and market oriented if they desire to appear attractive to new customers. They will need to interact with the market players to understand customer requirements as well as appreciate competition. Pricing will be a crucial element. It will not be easy. Pricing in terms of volume not weight will become the new paradigm. It cannot, and should not, be relative to bulk pricing or a mere rebate on exorbitantly high freight rates. It will need to be zero based and competitive. Hence a change in mind set along with market intelligence coupled with technological advancement will be a sine qua non for the future. This is what earlier marketing cells used to do before bulk overshadowed all.

However all does not seem to have been lost. A silver lining appears. Railways entered into an MOU with a private player for introducing a rail-cum-road vehicle with a low tare weight and low carrying capacity for attracting high rated but voluminous cargo. This was a RoadRailer which is presently plying between Delhi and Chennai. It is based on an articulated bogie design, the first of its kind in India.



RoadRailer Unit in Road Mode



RoadRailer Units in Rail Mode

It is a covered cargo road flat (COCA) which has road wheels which get lifted when it is placed on an articulated railway bogie. A combination of these COCA wagons forms a train as illustrated below. This train is loco hauled, while on road each COCA flat is hauled by a Prime Mover.



Uncouple the loco and attach a prime mover and the consignment is on its way. This is the new technology which eliminates the need for double handling and hence is an improvement over a container wagon. The design specifically targets low weight-high volume consignments which are presently not moving by even container wagons. It appears this technical innovation is directed towards a stream of traffic which is purely road based. This is still in pilot project mode. It is heartening to see that railways are assisting such technological advances directed at cargo which is presently completely moving by road. Conceptually a step in the right direction. A few rail systems across the world have successfully introduced this with an attempt to provide alternate to road mode of transportation.

The problem lies in the implementation. Ignorance of market conditions and market segregation resulted in skewed rating policies.

The trucks carrying these consignments are primarily of three capacities

- **Single Axle 9 Mt capacity (Revised to 11 Mt) with extended body 20' to 32'**



Multi Axle 15 Mt capacity (Revised to 18 Mt) with extended body 22' to 32'



Multi Axle 18 Mt. Capacity (Revised to 23 Mt)



The market is segregated in this manner:

Type of Load	Length / Capacity of Truck	Vehicles / Services per Month	% age Share
Full Truck Load (FTL) Road	20' / 9 MT	1,531	21%
	32' / 9 MT	1,504	21%
	22' / 15 MT	1,668	23%
	32' / 15 MT	1,715	24%
	24' / 21 MT	393	5%
	32' / 21 MT	470	6%
Less Than Truck Load (LTL) Road	**Total FTL Road**	**7,280**	
	20' / 9 MT	533	21%
	32' / 9 MT	524	20%
	22' / 15 MT	581	23%
	32' / 15 MT	597	24%
	24' / 21 MT	137	5%
	32' / 21 MT	164	6%
	Total LTL Road	2,535	
Total Road		9,815	

Ref.: Market data

It is therefore imperative railways develop market intelligence mechanisms. It should use this Pilot Project as a learning curve for understanding customer demand and supplier pricing. This is the competition they will need to envisage and overcome. This competition is becoming more difficult as a more robust road infrastructure is developed and movement restrictions across state boundaries disappear with implementation of GST, etc.

So the market which is targeted by the railway as a new stream of traffic is primarily below 20 Tonnes. A glance at the traffic figures above will show that approx. 80% of the cargo is ranging between 7 Tonnes to 18 Tonnes. This then is the traffic which the railway needs to focus with the advent of the new technology of RoadRailer. Marketing of this traffic is the function of the service provider subject to positive indication by railway to make it attractive to the customer to switch from road to rail. These indications are proper pricing, timely delivery schedules, waiver of auxiliary charges as Development cess or Maintenance costs, innovative introductory practices like minimum wagons to be charged, empty haulage rates, etc. It is important that railway views it as a potential growth area and provides short term hand holding in terms of cost to end customer for him to switch from one mode to another. It should NOT be viewed as a rebate on a high freight rate. It should now be viewed as railways need of utilising surplus capacities and inherent idle cost. Precedents exist where such steps were taken as in the case of Auto Carriers. The results have seen phenomenal increase in auto traffic on rail. High capacity auto carriers, privately owned, are now moving across the railway network. The same should happen if this 'piecemeal' traffic is also consolidated and handled with innovative technology.

Historically this was a system with the railways before it was given up. The goods classification was of multiple commodities. They were based on market requirements depending on each commodities loadability and pricing. These commodities were grouped accordingly. Pricing within each group was based on the principle what market can bear. This was a complex exercise done manually by the marketing wing of the railways. This was market intelligence. Commodity classification was not a mere weight only exercise but included voluminous but low weight cargo also. However as part of its de-marketing efforts railways gave up this system and resorted to primarily weight only classification. The result was the traffic immediately shifted to a more user-friendly available mode- road. Over the years railway forgot this principle. Any attempt to wean this back will require a mindset change and a return to its marketing techniques. With the computer technology available it should not be difficult. Data collation from various sources is possible. It only requires a will and determination. ■

The Shadara Saharanpur Light Railway – Martin's Biggest Narrow Gauge Rail Network

Shri Vidyut Prakash Maurya
Journalist in Hindustan Hindi Daily (Delhi)

The Shahdara-Saharanpur Light Railway (SSLR) was a 2ft 6 inch (762mm) narrow gauge (NG) privately owned rail network. It was the longest NG rail network of Martin's Light Railways. The SSLR was distinguished as the first and only narrow gauge line that originates from Delhi. The SSLR was one of several small narrow gauge concerns owned and worked by Martin's Light Railways, a management company based in Calcutta (Now Kolkata). The line closed in 1970 but was later taken over by Indian Railways, the line being converted to broad gauge and re-opened to traffic in 1973. This was only NG line that was converted into broad gauge in just two years due to political pressure and high demand of local people.



Delhi-Shahdara Jn.

Martin's Narrow Gauge Rail

If, in terms of length, it was the longest network in the Narrow Gauge railway run by the private company Martin & Burn. All of Martin's rail services operated in Bengal were smaller than the length of SSLR. If we say that it was Martin's longest and biggest project then it would not be wrong.



Martin & Company was operating a total of eight light railways. It was the only railway line operated by Martin in Uttar Pradesh (then United Provinces). Shahdara-Saharanpur rail line was the longest network in this region. Martin was operating four NG network in Bengal, Howrah-Amta (70.3 km), Howrah-Shikhalla Rail Line (27.1 km), Barasat-Bashirghat Light Railway (53 km) and Shantipur-Krishnagar-Nawadweep Light Railway (45 km).

Three NG lines were running in Bihar. Bakhtiyarpur-Bihar Light Railway (53 km), Fatwa-Islampur Light Railway (64 km) and Arrah Sasaram Light Railway (111 km) were operating in Bihar.

Martin was pioneer in running narrow gauge rail system in British India. The Shahdara (Delhi)-Saharanpur Light Railway Company had been formed in 1905. The Shahdara (Delhi) - Saharanpur Light Railway Co Ltd is a Public incorporated on 28th November, 1905. It was registered as a tramway company. It is classified as Non-govt company and is registered at Registrar of Companies, Kolkata. Its authorized share capital is ₹ 3,900,000 and its paid up capital is ₹ 1,500,000.It is inolved in Production, collection and distribution of electricity. The Shahdara (Delhi)-Saharanpur Light Railway Co Ltd's Annual General Meeting (AGM) was last held on 1st April, 2006 and as per records from Ministry of Corporate Affairs (MCA), its balance sheet was last filed on 31st March, 2006. The Shahdara (Delhi)-Saharanpur Light Railway Co Ltd's Corporate Identification No. is (CIN) L40109WB1905PLC001636 and its registration number is 1636. its registered address is 9, Lal Bazar Street, Kolkata WB 700001 India. Martin was running its local office in Janpath road Delhi also for local operations. A contract was signed between the United Provinces government and the company for the construction of the railroad. Although no guarantee was given to the railway company on behalf of the government but the land for the construction of railway line was provided free of cost. It was a land of superior quality of agriculture in western Uttar Pradesh, which was in a canal-laden area. Martin & Company laid a total of 92.63 miles long railway line. The task of laying this line was done at a very fast pace in just two years. On 7th May, 1907, the railway section of the railway line of about 100 km was started on this railway route between Shahdara and Shamli. After this, rail traffic on Shamli-Saharanpur section was started on 15th October, 1907 on this year.

Route and Rolling Stock

Total length of SSLR line was 92 miles (165 Kilometers) when it was completed in 1907. The SSLR line was running north from Shahdara, one of the north-eastern suburbs of Delhi, to Saharanpur, a junction on the Meerut to Ambala section of the North Western Railway. It was part of Oudh and Rohilkhand Railway.

Initially, the services of eight locomotives were taken on this railway route. A total of 35 coaches were provided for carrying passengers. At the same time, total 189 wagons were available on freight train. The first eight locomotives of the SSLR were the 2-6-2 model steam locomotive, which was supplied by Hunslet, a locomotive company of England in 1907. After this, locomotives of 2 – 6-4 Shada class were erected. These were also manufactured by Hanslet. At the same time two locomotives of this class were manufactured in Saharanpur in 1945-46. Spare and frames were imported from Hunslet for these locmotives.

Two locomotives on Shahradra Saharanpur rail were also brought from another network of Martin's rail. In this order, the 0-8-0 range tank engine was supplied from the Bashirhat Light Railway in Bengal in 1941. But it got out of operation in 1948. When the operation of the Bakhtiyarpur-Bihar Light Railway was closed in 1962-63, a locomotive built in the 0-6-2 category was brought here. In the year 1967, SSLR also bought second hand engine KC 524 from Kalka Shimla Network. During its 63-year service cycle, SSLR had 22 such steam locomotives in this route. Apart from this the network also had three rail cars. Light railways had considerable assets in Saharanpur. There were railway buildings, children's parks, a canteen, a dispensary, administrative office, rest house, outhouse, residence of officers etc. The railway company was fixed by the District Municipal Board for these buildings for ₹ 3957.75 per annum. There was also litigation for recovery.

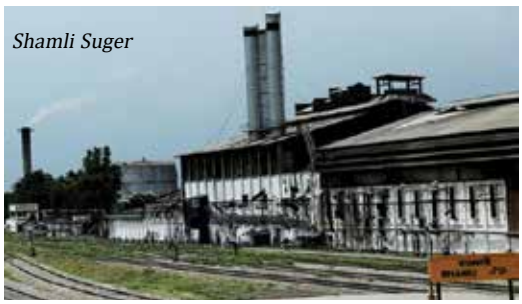
SSLR – Carrying 12 Thousand People Daily

In the year 1970, 12 thousand people were traveling on the Shahdara Saharanpur Light railway network before its closer time. It is a different matter that the rail network had then come to the deficit.

By the year 1911, the SSLR railway network had reached a running distance of 1 lacs 37 thousand miles. In the same way in 1912 total 9 lakh 94 thousand 100 people had traveled on this network. In the year 1912, a total of 1 lakh 6 thousand tonnes of goods had been transported. In the year 1913, the SSLR network was carrying 10 million passengers each year. There was an annual cargo of more than one lakh tons of goods. On this railway network, the main earning of the Railways was through freight transport, Which was growing every year.

Passenger trains and freight trains both were operated on this route. Mainly sugarcane and sugar was transported from the cargoes. The operation office of the SSLR network was mainly located in the city of Saharanpur. Martin and Bern was headquartered in Calcutta. One operational office was also in Pyare Lal Bhawan on Janpath Marg of Delhi. Then Indian Tobacco Company was also running its business in Saharanpur. In the 1930s, Martin & Co. was a large company employing people in small town Saharanpur.

Shamli an Important Railway Station - Shamli, 100 kms ahead of Delhi, was the main railway station of this route. It had strategic importance due to the fact that sugarcane was found in Shamli. It used to be a big railway station between Shahradra and Saharanpur. Passenger trains were a big halt here. A center for maintenance for the coach and locomotive was also made here.



Shamli Suger

Shahdara Saharanpur - Railway Line of Milk Man

In Bagpat, Baraut area of western Uttar Pradesh, has been quite fertile in terms of cultivation. This was a large scale sugarcane farming area. At the same time milk production was also on large scale. Therefore, the work of distributing sugarcane to sugar mills on Shahdhara Saharanpur rail route was in main course. But this line was popular among milkmen of this area, who were using to commute daily by this NG rail network with their milk cans. They use to go Delhi to sell milk of Delhi.

On the Shahadra Saharanpur rail section, daily passenger trains running between Saharanpur and Delhi, you can find a large number of people coming to Delhi with the canton of milk. The journey of milkers has been coming from the times of Narrow gauge age. Shamli area has always been a big cane producing area. Shahdara Saharanpur Light Railway used to transport sugarcane for Upper Doab Sugar Mills Limited (now Sir Shadi Lal Sugar Mills Limited) located in Shamli.

A trial in the Railway Ratings Tribunal in 1962 shows that the Sugar Mill complained on its behalf if it did not get the correct rate of cane transportation on the SSLR. The company was annoyed by the increase in rates of sugarcane in 1960 by SSLR. Although the tribunal did not agree with the arguments of the sugar mill company.

Vijay Kumar Dixit, a resident of Teetari Mandi near Bagpat Road railway station, who is associated with the famous sweet shop Bhagatji Sweets, remembers the journey of the SSLR Narrow Gauge. He explains that in 1970, I was 18 when the railway line was going to close. On that small line, I used to go to Delhi by buying 80 paise tickets. After day work and shopping I use to return my home in the evening.

The market is known as the Teetari Mandi or Agarwal Mandi near the Baghpat Road Railway Station, and is known as the British market. At some point it used to be the famous market of the area. Then the shopkeepers of Mandi used to this light railway to go to Delhi.

Writer R. Sivaramakrishnan on Railway, presented an interesting and vibrant account of his visit to Shahradra Saharanpur Light Railway in June 1968 in one of his articles. He wrote - June 1968: During a brief vist to Delhi, I took a day off to travel by this railway. He wrote about Shahdra - The platform had two tracks on either side, with sidings, goods shed, tranfer yard, loco shed and turn-table to the E, beyond which the line curved into N. At 07:05 a 0-6-2 tank engine was attached to the train, which was to run through to Saharanpur, but had to await the arrival of a down number.

I had got into one of two carriages in the front meant for milk vendors. There was a crowd of them, with large cans, returning to their villages after having delivered the morning milk to the suburbs around Shahdara. Finding me a stranger, they started posing questions.

As the train started at 07:28, some of them burst into a folk song, and one of them, to my horror, lighted up a pressure stove on the wooden floor of the carriage. He boiled milk and made a thick tea, sweetened it with jaggery and forced on me a big lota of it, which I could scarecely consume. They got off in batches at the various stations from Noli (10 km) onwards and were mostly gone by Baghpat Road (32 km), where the tender was

watered - water was filled in at three more stations, 49 Baraut, 88 Shamli and 119 Nanauta. More people got in and so the train was still packed. People were climbing on to the roofs of these carriages and I too clambered atop one. The smooth roof was curving down towards the edges and there was nothing to hold on to. But I was hemmed in by men who were obviously accustomed to roof travel and after some initial trepidation, and being assured that there was no bridge or girder ahead to get my head smashed by, I braced myself for the ride. Truly upper class.

The vista remained much the same: flat, bare fields, occasionally some green crops, with the soil now a shade reddish, punctuated by short trees and clusters of houses. Shamli was the largest station between the termini, with sidings beyond a sizeable goods shed. Many stations had two loops and even some of the halts had a loop. Apart from the curve to the N out of Shahdara, and a gentle one, past a factory, the NG loco shed and turn-table, just approaching Saharanpur (149 km, a 15:49), there was no curve to speak of. The NG terminated at a wall, past which was the BG loco shed of the junction.

Light Rail - Travel from Shahdara to Saharanpur

There were a total of 32 railway stations and halts on the narrow Gauge network between Shahadra and Saharanpur. Shahadra wasthe first station of broad gauge railway across the Yamuna river, 6 kms ahead of Delhi. On the left side of the Broad gauge line, the line of narrow gauge was found. But there was a great difference in the height between the NG track and broad gauge. NG line was located in Shahdara's Ramnagar mohalla. Shahadra, in the beginning of the twentieth century, when the light railway started, there was a separate town from Delhi, where there used to be big market and mandi.

Loss and Closer of SSLR Network

In the last days of the sixties, the SSLR was experiencing considerable losses in operations. Therefore, the company gave notice to the Indian government to close the railway line. Shahdara Saharanpur Light Railway made its last train on 01st September, 1970. This year Martin's two more railway lines were closed due to operational losses. Howrah Amta and Howrah Shialkhalla lines were also closed in Bengal this year. The main reason for the closure was that Martin & Co had to be consistently deficit with these lines. Martin's management announced that due to losses year after year the companies had to be forced to lock in. During this period, there was tremendous competition from road transport in these areas.

The rolling stock, tracks and other assets of these railroads were also not being maintained properly. His condition was very bad and he needed a fair enough expenditure for his maintenance. The level of passenger amenities on these light railways was also very weak compared to the Indian Railways.

SSLR – Converted to Broad Gauge

After the closure of the light railway in 1970 there was a lot of debate about the future course of action. Especially issue of the unemployed staff working on this railway track and the availability of alternative transportation for millions of people raised by local leaders. After the closure of the railroad, questions were asked in Parliament. In 1970, Jan Sangh MP Beni Shankar Burma raised this issue in the Lok Sabha. Trade union leaders associated with industries of Saharanpur demanded the nationalization of the Shahradra Saharanpur line and also start it soon. If there is no nationalization, then it has also been considered to have a cooperative committee and run a railway line. Besides, it was also demanded to take appropriate action on the company to not give the employees' dues.

A local leader from Saharanpur JD Kaushal Sain says, Shahadra Saharanpur Light Railway, which was closed before the fifth Lok Sabha election in early 1971, became a big politcal issue of this area. Ramchandra Vikal, leader of the popular Gujjar Samaj and Congress candidate from Baghpat, promised during the election campaign to the people of the area that he would be able to convert the SSLR into a broad gauge line.

The proposal for revival as a broad gauge line was strongly backed by Ram Chandra Vikal, after winning Lok Sabha elections from Bagpat. He raised the issue to Indira Gandhi, then Prime Minister of India in 1970. With the efforts of the then Congress Member of Parliament Ramchandra Vikal of Bagpat, this line changed to the Broad Gauge soon after the shut down of the Narrow Gauge line. Finally it was later reopened in the 1973 after conversion to broad gauge. Now this line is part of Northern Railway of Indian Railway. Although the broad gauge largely follows the same track bed and alignment as the erstwhile narrow gauge, there is a minor deviation near Saharanpur. The broad gauge line takes off south towards Delhi from Tapri on the main line, while the narrow gauge line did not touch Tapri at all. Other than that, the stations are the same as before.

Due to the political importance of Bagpat, Baraut and Shamli area, this railway line was swiftly implemented. On conversion of this railway line to broad gauge, Vivek Devaray writes - If Bagpat parliamentary constituency is not so important in the 1970s, then the work of converting this line to a Broad gauge is rarely started at that time. In fact this was not a commercial decision of any railway. On 20th February, 1973, the then Railway Minister Lalit Narayan Mishra presented the Railway Budget of 1973-74. In his speech, the he had kept a complete portion of budget for light railway separately. But this could not be implemented. Earlier, in the interim rail budget presented in 1972, there was considerable talk on light railways. It was said in the budget speech that three Railway Networks which were closed in 1970 by Martin & Co. were in losses of ₹ 36 lakh, in which Shahdara Saharanpur network was also one. But this is only single network that was converted to Broad gauge. In 2016 the Railways decided to convert this route into double line. Now the BG line between Shahdara and Saharanpur,when it wil ldouble and electrified, it can be a good alternative route from Delhi to UP, Uttarakhand, Haryana and Punjab to run more trains. ■

SSLR HIGHLIGHTS

Total Length – 165 KM, Track – 762 MM,
Start – 7th May, 1907, Closer – 1st September, 1970
Daily Passengers - 12,000 (NG),
Conversion to BG – 1973

Western Railway's Various Innovative Works made a Strong Mark at the Railway Board's Prestigious 'Rail Good Work Portal'

PR Department, Western Railway

Western Railway has always been a flagbearer with respect to implementation of various innovative ideas. It has been a pioneer for other Railways to emulate, be it technological advancements in the working of Railways, system improvement or with respect to enhancements in conveniences for passengers. In this very direction, W. Rly has once again added another few feathers to its cap, wherein three best good works started by W. Rly has made their strong entry to the list of 15 such Good Works identified by Railway Board during the period from 1st January to 31st May, 2020. Shri Alok Kansal - General Manager of Western Rly has expressed his immense pleasure on this achievement and has congratulated the concerned Department Heads and their dedicated teams for this marvellous & commendable accomplishment. Three of the works initiated by W. Rly for Operations Improvement have been identified by Railway Board in the category of Asset Management & Maintenance.

A total of 248 entries were received from 11 Zonal Railways during the period from 1st January to 31st May, 2020. Out of these 248 entries, 15 Good Work practices have been identified for initial mass scale implementation across Railway units wherever applicable. It is also worth mentioning & a matter for pride that W. Rly is in the second position in the table for the most numbers of innovative works (3 nos.) which have been identified & selected by Rly Board. The details of the selected Good Works of W. Rly are as under:

Highlighting Design Defect in M/s Schunk make High Rise Pantograph on Electric Locomotives during Current Collection test

The issue of poor current collection at speed above 80 kmph was a cause of serious concern in high rise OHE sections and CRS had granted sanction subject to speed restriction of 80 kmph due to this issue. Heavy sparks were observed during current collection in Knee Leading direction (Panto of rear cab raised) which is dangerous to OHE and Pantograph. This imposed speed restrictions making operation of electric traction unwelcome due to defective design of M/s Schunk Make Panto. It was necessary to lead a review in design of high rise panto. The team of WR & RDSO took up the challenge and did extensive trials in high-rise OHE sections. OHE adjustments were done meticulously to weed out doubts about OHE adjustments. Thereafter, the trials for the Pantographs were taken up. It was decided to conduct trials with wrong panto i.e knee trailing in same section for comparison and to confirm whether defect is in OHE design or pantograph design. In the case of knee leading, there is net aerodynamic down thrust resulting in reduced contact force due to wind tunnel effect while moving at speed above 80 kmph and the phenomenon reverses when the knee of the pantograph is trailing resulting in net aerodynamic up thrust. The results firmly established that the poor current collection has been on account of design deficiencies in pantograph of Schunk make and there is no major defect in high-rise OHE attributing to unsatisfactory panto-OHE interaction. The findings of the trials have been furnished to RDSO and M/s Schunk for taking further necessary action to address this design defect in high rise pantographs.



The photo on left is of standard High Rise Pantograph in Knee Leading direction (Panto of rear cab raised) which is quite unsatisfactory in current collection while the photo on right shows the modified High Rise Pantograph in Knee Trailing direction (Panto of driving cab raised) which has resulted in highly satisfactory current collection due to net aerodynamic upthrust

It is worth mentioning herewith that Western Railway has proudly become the first Railway to run Double Stack Container train with High reach Pantograph in High Rise OHE territory, the operations of which successfully commenced on 10th June, 2020 from Palanpur & Botad stations in Gujarat. This groundbreaking milestone is not only a first amongst all Zonal Railways in India but is also a first of its kind in the entire world.

Modification in the position of Flasher Light Hood in MEMU trains

Before Modification **After Modification**



The photo on left is of the MEMU train before modification of the Flasher Light Hood while the photo on right shows the MEMU train after the modification of MEMU train which is an effective solution to counter flasher light failure due to ingress of moisture

Flasher light is one of the important safety equipment fitted in front of DMC and is used by motorman in case of emergency to alert motorman of train passing from opposite direction. Thus non-working of flasher light causes detention of MEMU rake. During monsoon season there were instances of flasher light failure due to the ingress of moisture in flasher light hood as flasher light hood was fitted outside in front of DMC and rainwater was directly getting inside the hood causing non-working of flasher light. Hence, after detailed analysis and in-depth study of failures and design aspect of flasher light hood and its location, modification was done to avoid the collection of moisture in flasher light hood and protect it from direct rainwater. Flasher light hood was shifted inside DMC which was previously fitted outside in front of DMC. After the modification, there are NIL instances of flasher light failure due to moisture. Thus by the implementation of this simple yet thoughtful modification, reliability of MEMU trains has increased and an effective solution has been achieved to counter flasher light failure due to ingress of moisture.

Replacement of Lead Acid Batteries with VRLA type of Batteries in MEMU DMCs

MEMU DMCs were provided with the conventional Lead-Acid type of battery bank which was characterised by some drawbacks such as frequent top-up, less battery life, and chances of leakage. Thus as a part of system improvement and as a part of constant effort to improve efficiency, reliability and reduce cost, it was decided to replace Lead Acid batteries whose life was near condemnation with VRLA type Batteries. VRLA type batteries have apparent advantages over conventional batteries like less maintenance, better life cycle, less prone to failures and reduction in man-power cost and hence the existing Lead-acid battery banks fitted in MEMU DMCs are being replaced in a phased manner and as on date 15 no. of DMCs have been fitted with VRLA type batteries. Accordingly, the Battery trolley accommodating the lead-acid battery was also modified as per the size of VRLA batteries. All the above modification work was done completely in-house without any extra expenditure. Due to the replacement of battery banks with VRLA type of batteries, there is saving in the form of maintenance manpower as VRLA type batteries do not require any top-ups. Also, there are benefits like reduction in failure, more life, and improved reliability. The purpose of Rail Good Work Portal, an initiative of Transformation Cell of Railway Board is to provide an on-line platform to all Zones, Divisions, Production Units, RDSO and CTIs wherein they can freely share the good works being done by them. This would encourage easy and fast adoption and emulation of these good works across Indian Railways.



The photo on left is of the conventional Lead Acid Batteries while the photo on right is of the VRLA type of Batteries, which is equipped with many advantages over conventional batteries like less maintenance, better life cycle, less prone to failures and reduction in man-power cost





Charming Beaches in India

Shri Durga Dutt Sharma
Journalist

If you are lover of Sun, Sand, & scenic views of Sunset & Sunrise, winter is the best season to visit these places. In the words of the great 'Jeanne Morean' 'To go out with the setting Sun on an empty beach is to truly embrace your solitude' & when the beach is from the list of best beaches in India, the experience of solitude is accentuated with the beauty within nature has blessed our land with'

There are more than 200 beaches on Indian coast which stretches 7,500 km both on eastern and western coast and are blessed with most beautiful beaches in the world. With the arrival of winter (best season is Oct-Feb) these beaches attracts tourists not only from India but from abroad also.

If we talk about the east coast which starts with west Bengal and extends further through Odisha, Andhra Pradesh and finally ends in Tamil Nadu on the east coast a plenty of best beaches are blessed with some of the stretches of beach with golden sands against the back drop of bright blue of waters of bay of Bengal make these beaches ideal for hours of family fun time, and a retreat from the hustle and bustle of city life. If we talk about western coast, Gujrat, Maharastra, Goa, Karnatka, Daman & Diu, Lakhshdweep and Kerela beaches are famous for its white and blue sea water.

Best beaches in India for honeymooners are Elephanta beach, Havelock Island in Andaman Nikobar Island, Yarda beach Visakhapatnam, Mavari beach, Alappuzha Kerela, Devka beach in Daman & Diu, Aurovalle beach in Pondicherry, Bangaram beach in Lakshdweep & of course Anjuna beach in Goa.

Lagoons of Crystal clear water and scenic beaches topped with a little bit of history make Andaman and Nikobar one of the most perfect choices for an enjoyable laid back holidays when you go on long treks, laze around in the back water of Island or if you are feeling little more





adventures, even go for a bit of deep sea diving. From pristine untouched beaches of Neil and Havelock Island to the bustling of town of Port Blair, the Andeman have something to offer to everyone. North bay Island is one among the most popular and best locations around Port Balair, for Scuba Diving, Sea walk and Snorkaling. In fringe with reach coral reaf this Island is visited by a lot of travelers each day. Havelock Island better known as Radha Nagar beach is one of the most popular beach on Havelock and as names 'best beach in Asia'. Other notable beach include Elephanta beach. Neil Island, Jollybouy are also to be visited apart from Chidiya Tapu (Sunset point), the place which gives you the best Sunset view. In Chidiyatapu, the Sun actually sinks inside the sea, but behind a small hill and that is what makes the view unique.

Beautiful beaches of Goa have a Sunsets and crazy nights. When you think of Goa, you think of Sandy beaches, amazing late night, hyponotic music and people dancing away, sun burn exponenticelly incises fun quotient, beautiful little villages, Delicious food and a magical holiday experience. Goa is known as the most popular tourist destination. Goa has a coastline stretching for over a 100 kms and attracts millions of visitors both from within and outside the country all year around.

There are number of beaches, if you wish to enjoy the sports activities and as well as adventures activities, the Tarkarli beach, is the best beach for diving and snorkalling one can enjoy the various adventures sports available and even occasional sighting of 'Dolphins'. Tarkarli sits at the mouth of the Karli river as it enters the Arabian Sea. It is renowned for its virgin beaches that open to sparkling blue waters. In fact on a clear day one can actually see the seabed upto depth of 20 feet. Tarkarli is the 'Tahiti' of India. It has much appeal for beach lovers. Alibaug beach is also famous for water sports in Konkan region (Maharastra).

The tourists who are interested in Pilgrimage sites along with beaches, the Puri beach in Odisha. As per popular belief, any tour is incomplete without paying obeisance to Lord Jagennath temple at Puri with Badrinath, Dwarka and Rameshwarm, Puri completes the spiritual quadrilateral of char dham yatra. The equally important draw at Puri is its clean, safe and sunkissed beaches. Complemented with soft golden sand and gentle breeze to give you an elevated feeling. The beach at Puri offers a unique opportunity to witness the striking sunrise and sunset on the sea beach. The international sand art festival at the Puri beach as well as at the Chandrabhaga beach is remarkable cultural event & Spectacular display of sand art from India and many other countries attracts visitors. The other Pilgrimage places are Gangasagar in Calcutta, Dwarka in Gujrat, Gokarna (Karnatka) blends religion with beach fun and the last but not the least Kanyakumari in Tamilnadu where three sea namely bay of Bangal, Arabian sea and Indian ocean meet, and the only place in India where you can observe the sunset and sunrise at the same beach.

While staying in the huts or living with the local fisher man edigging in to their delicious preparations makes your trip absolutely worth it & you may have a lot of memories with you while on return.

It has been how many weeks/months that we have been staying at home, cooking, cleaning (and being watching shows). We are at our wit's end, sitting with bags packed shoes tied, eagerly awaiting on announcement that brings on end to this dreaded lockdown with restrictions beings lifted gradually, it may soon be possible to head out somewhere. But when the country reopen and travel can resume it is important not to dive into the crowds, as tempting as might seem relaxing with a book on the secluded sands of these isolated beaches is on our bucket list for a safe, post Covid trip. ■



A CANINE CONUNDRUM

Shri Sadasivan Pillai
Writer

That was a winter morning. I had been lying in bed imbibing the final trickle of sweet slumber in the early hours. Suddenly, a cacophony of sorts, dominated by female shrills, rattled me into plain, instant reality.

The fracas emanated from the road in front of my house. Hesitatingly, I unwrapped the bedsheet that protected me from the invasive winter chill. Coming out of the epicurism of pleasure, I hurried to the verandah and witnessed an odd scene. Holding a cute Pomeranian against her lovable breasts, a middle-aged woman was shouting at another of identical age. The latter manoeuvred to outshout the former.

Our residential street in the town remains relatively calm, especially early in the morning. So the unusual spectacle of the outbursts by the damsels appeared quite queer to me.

The escalating squabble between the female duo kept me amusing. Meanwhile, a moderate mob began gathering around them. It seemed to give them a bit of psychological boost. The women went vigorous and voluble in the hope of roping in the support of the burgeoning crowd.

However, I stayed put to find out what constituted between the dames the bone of contention that snowballed into such fiery arguments, interspersed with invectives and epithets.

Gradually, I came to grasp the crux of the issue. It emerged that the pretty Pekinese was the villain of the piece. The snobby lady owner, while walking the cute canine along the lane, allowed the mongrel to relieve herself in front of the house of the other woman. This sparked the row. The neighbors, nevertheless, tried to pacify the warring duo. But the women never appeared amenable to persuasions and the imbroglio continued. Moreover, the spectators too took sides with the women, nullifying any prospects for an immediate end of the rumpus.

Thankfully, now, the hubbies of the ladies descended on the scene to act as the apostles of peace. Soon, there arose some signs of abatement. The men succeeded in their efforts to persuade their women to abjure the path of ruckus and to guide them home. The Pomeranian, still in the caress of her mistress, kept blinking at the dispersing crowd and at her barking country cousins, unaware of the fact that she had been the trigger of the brawl.

Later, in vacant mood, I reminisced about an essay I had to study in my eleventh standard. A G Gardiner, the British writer, in the abridged essay, *All about a dog*, depicts a panoramic unfolding of incidents in a bus. A lady, taking a lapdog along with her, insists on her carrying it in the bus. On refusal, she keeps at bay the bus crew and the other commuters. However, the crew finally concede and the journey continues. Gardiner moralizes that there are rules and rules, but they are all meant for the comfort of man.

This township is on the throes of transition to a municipality. The common residents here are not acclimated to the urbane mindset or the sophisticated behaviour of the immigrants, who, of late make an increasing influx into this town. ■

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