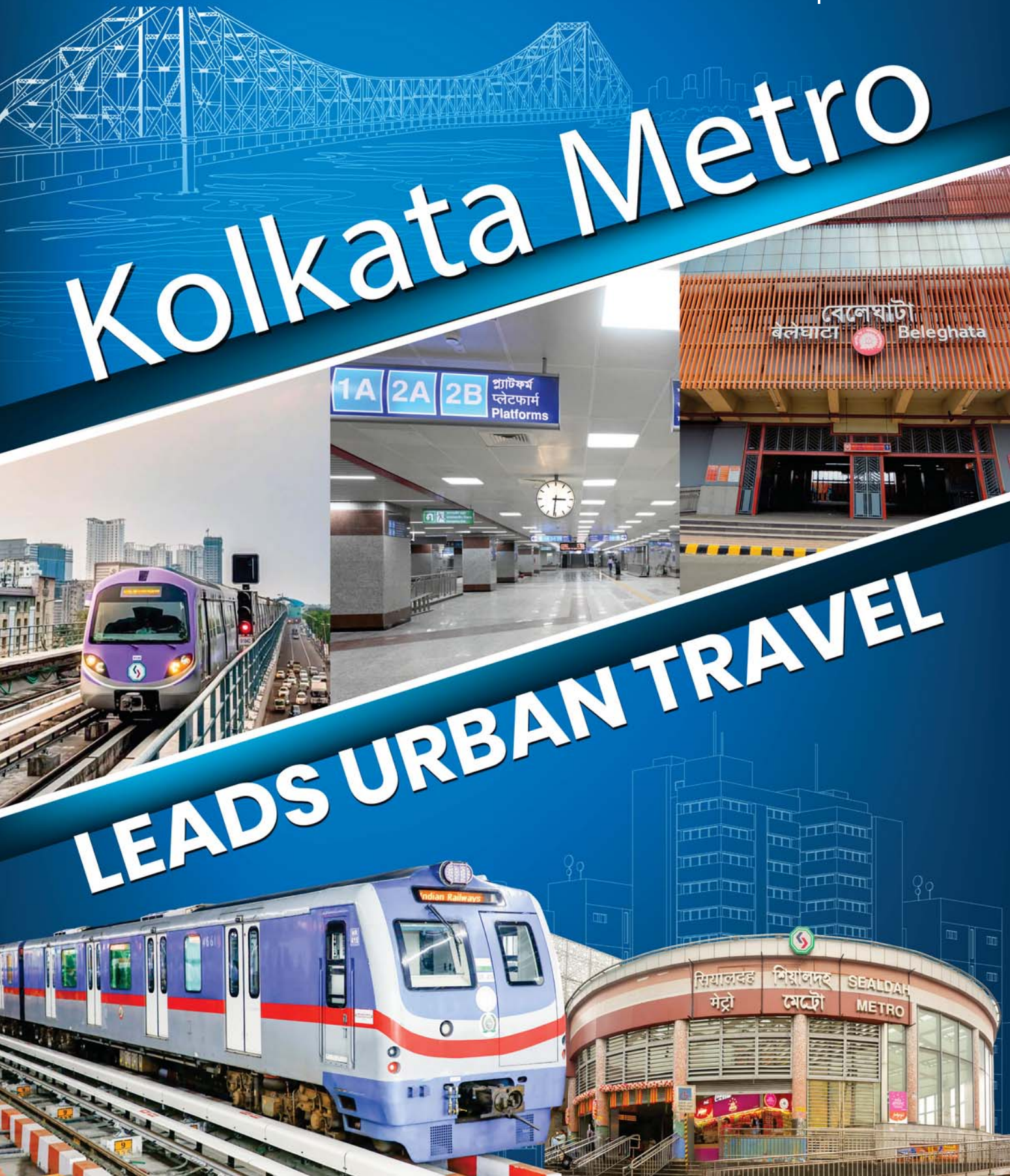
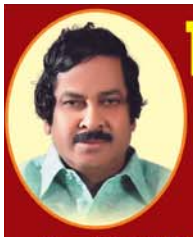
INDIAN RAILWAYS

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Chief Executive

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Kolkata Metro Leads Urban Travel

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Editorial

Indian Railways: New Speed, New Dimensions

Indian Railways today is not just trains running on tracks—it has become a living symbol of India's growth and transformation. Every day, a new chapter is added—new trains are flagged off, long-awaited projects take shape, and metro expansion gives a fresh pulse to our cities.

India now has the world's third-largest metro network, spread over 1000 kms. This journey began with Kolkata's first metro on 24th October, 1984. It is still operated by Indian Railways, while other cities have separate corporations. Yet, Kolkata Metro remains a proud heritage of Indian Railways.

Recently, Narendra Modi, Prime Minister inaugurated a 13.61-km long metro network in Kolkata, connecting Jessore Road-Noapara–Jai Hind Bimanbandar, Sealdah–Esplanade and Beleghata–Hemant Mukhopadhyay. The PM underlined that the aim is to provide seamless and affordable transport close to people's homes.

Indian Railways' growth extends beyond Kolkata. The PM laid the foundation stones of multiple projects across Gujarat, Bihar, Tamil Nadu, and other states. He also flagged off new Vande Bharat trains, Amrit Bharat Express, MEMU services, and freight trains, while the Home and Railway Ministers approved new services.

Indian Railways serves over 7.2 billion passengers annually at fares among the lowest globally. While rail fares rise worldwide, India's remain cheaper. In 2023–24, passenger subsidies stood at ₹60,466 crore, equal to about 45 percent of the travel cost—a rare practice anywhere in the world.

Freight movement is also being strengthened, marked by the historic arrival of the first freight train in the Kashmir Valley. The PM called it 'a great day', marking the beginning of a new era of commerce and connectivity. In another milestone, the Pandit Deen Dayal Upadhyay Division set a record by running a 4.5-km long freight train named 'Rudrashtra', comprising 354 wagons and 7 engines.

Further, the Union Cabinet approved eight new projects worth ₹23,497 crore, adding 1139 km to the railway network. This investment is not just about laying new tracks, but about driving economic growth and regional development.

Today, IR is focusing on modernisation and digitalisation, in order to enhance passenger experience and maintain affordable fares. This is why it remains not only the common man's preferred mode of travel but also the backbone of the nation's economy.

Do share your feedback on this issue with us!

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Railways Gets Green Signal from Cabinet for 8 Projects Worth ₹23,497 crore



Strengthening the backbone of India's transport infrastructure further, the Union Cabinet chaired by Narendra Modi, Prime Minister approved eight major projects in its meetings on 31st July and 27th August, 2025. With a total estimated cost of about ₹23,497 crore, these projects will expand the railway network by more than 1100 km, create large-scale employment and enhance both passenger convenience and freight movement.

The approvals include four multi-tracking projects spanning Maharashtra, Madhya Pradesh, West Bengal, Bihar, Odisha and Jharkhand; three projects in Karnataka, Telangana, Bihar and Assam; and one strategically important new rail line in Gujarat's Kutch region. Together, they mark a decisive step in expanding connectivity, boosting logistics efficiency and contributing to the vision of New India.

Jobs and Growth

The eight projects will add a total of 1139 route km to the Indian Railways network. During construction, nearly 480 lakh man-days of direct employment are expected to be generated. Once commissioned, the projects will enable an additional freight movement capacity of 163.91 MTPA (million tonnes per annum), covering commodities such as coal, cement, clinker, fly ash, steel, containers, fertilizers, automobiles, agricultural products and petroleum.

> **Narendra Modi** ✓
> @narendramodi
>
> In a boost to our efforts to provide next-generation infrastructure, 4 major rail projects worth over Rs. 11,100 crore have been approved by the Cabinet. These projects will benefit people of Maharashtra, Madhya Pradesh, West Bengal, Bihar, Odisha, and Jharkhand.

Approved Projects

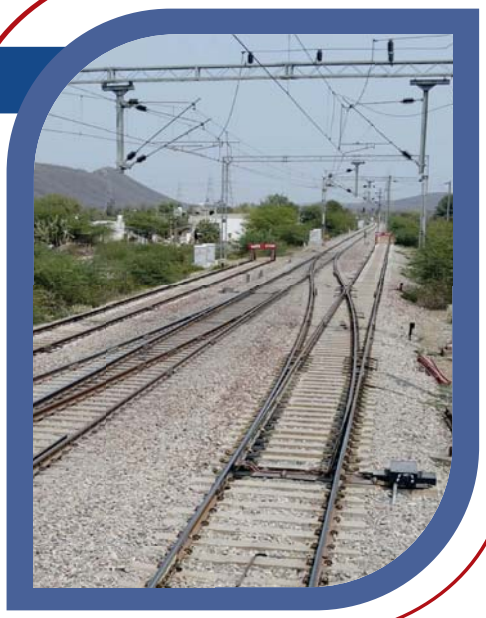
- Itarsi–Nagpur Fourth Line
- Aurangabad (Chhatrapati Sambhajinagar)–Parbhani Doubling
- Aluabari Road–New Jalpaiguri Third and Fourth Line
- Dangoaposi–Jaroli Third and Fourth Line
- Deshalpar–Hajipir–Luna and Vayor–Lakhpat New Line
- Secunderabad (Sanathnagar)–Wadi Third and Fourth Line
- Bhagalpur–Jamalpur Third Line
- Furkating–New Tinsukia Doubling

Regional Connectivity

In Maharashtra, Madhya Pradesh, West Bengal, Bihar, Odisha and Jharkhand, the multi-tracking works will directly benefit over 2309 villages with a combined population of 4.36 million.

Benefits

- Will Improve Rail connectivity for ***26*** districts across the states
- Will Benefit ***5417*** villages and a population of ***90.94*** lakh in these states
- Increase Indian Railways' network by approx. ***1139*** Route km
- Total employment generation of ***480*** lakh human days
- Will reduce CO_2 emissions by ***875*** crore kg every year, equivalent to planting ***34*** crore trees



The projects in Karnataka, Telangana, Bihar and Assam will enhance connectivity for 3108 villages, benefiting 4.73 million people, including one aspirational district.

The new rail line in Kutch, Gujarat, estimated at ₹2526 crore, will add 145 route km and 164 track km to the network, connecting 13 new railway stations and benefitting 866 villages with a population of about 1.6 million. The line will not only improve freight movement of salt, cement, coal, clinker and bentonite but also link significant tourism and cultural sites such as the Rann of Kutch, Dholavira, Koteshwar Temple, Narayan Sarovar and Lakhpat Fort.

Green Commitments

These projects align strongly with India's climate goals. With Railways being a green and energy-efficient mode of transport, the capacity augmentation will help reduce oil imports by 720 million litres and cut down 875 crore kg of CO_2 emissions—equivalent to planting 340 million trees.

PM Gati Shakti Alignment

The projects, planned under the PM Gati Shakti National Master Plan, emphasise integrated planning and stakeholder consultation to promote multi-modal connectivity and logistics efficiency. By decongesting critical routes, streamlining operations and boosting capacity, they will significantly reduce logistics costs and strengthen supply chains.

New India Goals

The Cabinet's approval of these eight projects underlines the government's commitment to building world-class infrastructure, fostering regional growth and generating employment. These projects embody the vision of New India and Atmanirbhar Bharat, where Railways serve not just as a mode of transport but as a catalyst for inclusive development and sustainable progress.■

READERS

are requested to send their

SUGGESTIONS/FEEDBACK

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Prime Minister Flags off 3 VANDE BHARAT EXPRESS



KSR Bengaluru ⇌ Belagavi

Bengaluru, Tumakuru, Hassan, Chikkamagaluru, Chitradurga, Davanagere, Dharwad, Haveri, Uttara Kannada and Belagavi

Shri Mata Vaishno Devi Katra ⇌ Amritsar

Reasi, Jammu, Pathankot, Jalandhar and Amritsar

Nagpur (Ajni) ⇌ Pune

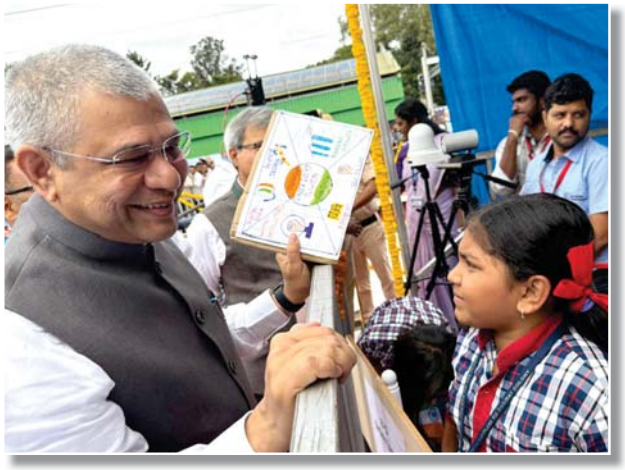
Nagpur, Wardha, Amravati, Akola, Jalgaon, Nashik, Ahilyanagar and Pune

Narendra Modi, Prime Minister flagged off three new Vande Bharat trains from Bengaluru, Karnataka, on 10th August, 2025. These include trains from Bengaluru to Belagavi, Amritsar to Shri Mata Vaishno Devi Katra and Nagpur (Ajni) to Pune. These high-speed trains are set to significantly. enhance regional connectivity, reduce travel time and provide a world-class travel experience to the passengers.

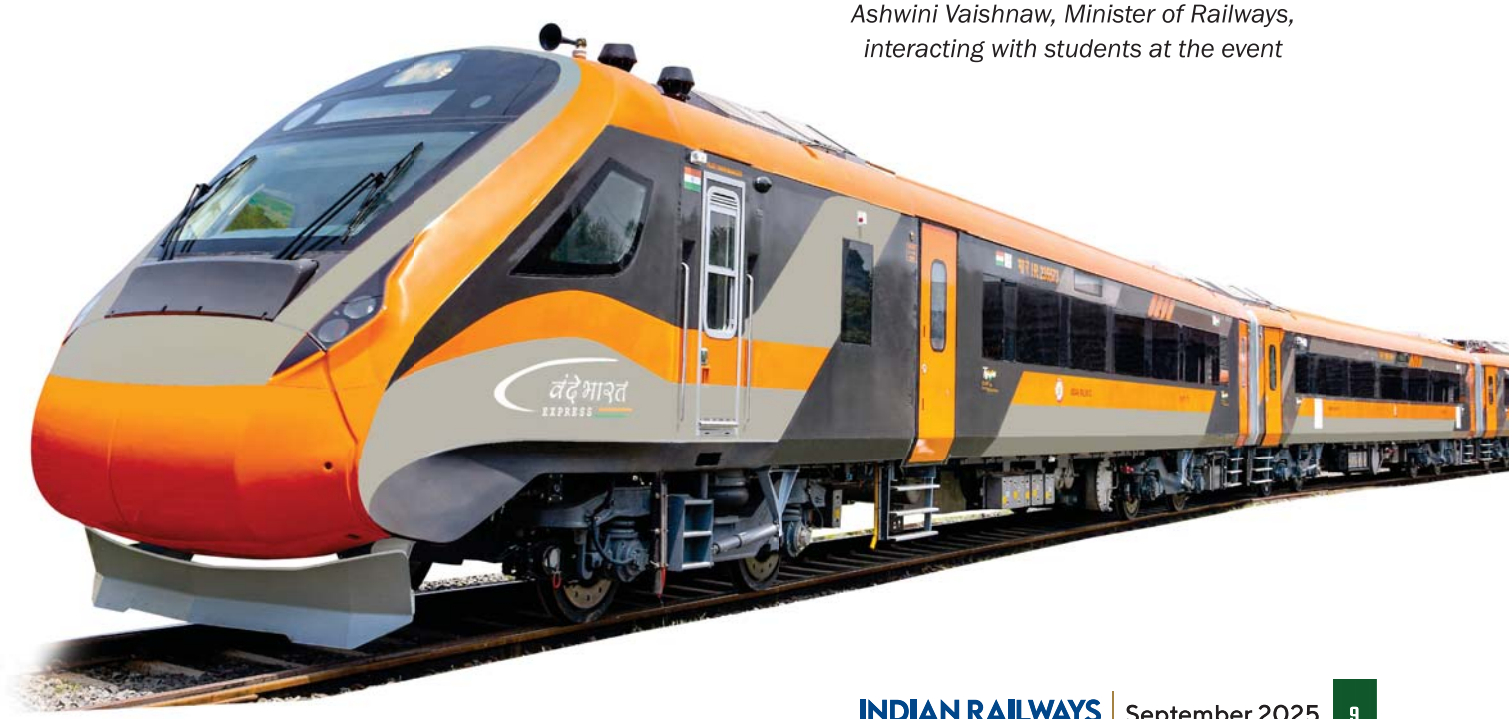


Narendra Modi, Prime Minister flagging off three new Vande Bharat trains, accompanied by Karnataka Governor Thaawarchand Gehlot, Karnataka CM Siddaramaiah, Ashwini Vaishnaw Minister of Railways, Union Ministers H.D. Kumaraswamy, Manohar Lal Khattar, V. Somanna and Shobha Karandlaje

> ***"Three new Vande Bharat trains have been flagged off for different parts of the country. Vande Bharat service has started between Bengaluru and Belagavi. This will boost the business and tourism of Belagavi. Apart from this, Vande Bharat Express has also been started between Nagpur to Pune and Shri Mata Vaishno Devi Katra to Amritsar.***
>
> ***This will benefit lakhs of devotees and will boost tourism. I congratulate the people of Bengaluru, Karnataka and the country for all these projects and Vande Bharat trains.***
>
> ***Before 2014, approximately 20,000 km of railway route was electrified, that is, from the time of independence till 2014, in the last 11 years alone, we have electrified more than 40,000 km of railway route."***
>
> ***Narendra Modi***
> *Prime Minister*



Ashwini Vaishnaw, Minister of Railways, interacting with students at the event



Boosting Urban Travel

Prime Minister Flags off Key Metro Lines in Kolkata

Giving a push to urban connectivity in the eastern metropolis, Narendra Modi, Prime Minister inaugurated several Metro projects in Kolkata on 22nd August, 2025. With the commissioning of a 13.61-km stretch of newly built Metro lines—including Esplanade–Sealdah, Noapara–Jai Hind Bimanbandar and Hemanta Mukhopadhyay–Beleghata—he flagged off multiple services that are expected to transform commuting for millions in the City of Joy.

At Jessore Road Metro station, PM flagged off the Noapara–Jai Hind Bimanbandar Metro service and also boarded the train to experience the journey first-hand. Interacting with school students and shramjeevis (labourers), he noted their enthusiasm for Kolkata's modernising public transport system. Through video conferencing, he also dedicated two more key corridors—the Sealdah–Esplanade stretch of Green Line and the Beleghata–Hemanta Mukhopadhyay stretch of Orange Line—and inaugurated a newly built subway at Howrah Metro station. The subway will help lakhs of commuters interchange among Metro Railway, Eastern Railway (ER) and South Eastern Railway.

Major corridors inaugurated: Noapara–Jai Hind Airport, Sealdah–Esplanade, Beleghata–Hemanta Mukhopadhyay, Howrah Station subway

Major Upgrade To City Transit

The new services are set to significantly reduce travel time, improve access and enhance commuter convenience:

Noapara–Jai Hind Bimanbandar Metro (6.77 km, ₹1866 crore): Will make air travel more accessible for residents across the city. Commuters from Howrah, Hooghly, North and South 24 Parganas, Nadia will directly benefit. Noapara will serve as an interchange station between the Blue Line and Yellow Line. Dum Dum Cantonment Metro station will also act as an interchange between Metro Railway and ER, benefiting passengers travelling to various parts of the city and major railway stations.



Narendra Modi, Prime Minister inaugurating the Noapara–Jai Hind Bimanbandar Metro, with West Bengal Governor Dr. C.V. Ananda Bose, Union Ministers Shantanu Thakur and Ravneet Singh Bittu and other dignitaries by his side



Satish Kumar, Chairman and CEO, Railway Board, updating Narendra Modi, Prime Minister, on ongoing metro projects in Kolkata

Sealdah–Esplanade stretch (2.45 km, ₹1185 crore): Will cut travel time from around 40 minutes to just 11 minutes, providing fast, easy, pollution-free, and traffic snarl–free commuting. This connectivity in Kolkata will benefit commuters from Howrah, Hooghly, North and South 24 Parganas, Nadia, and Medinipur. It will reduce travel time from Howrah Maidan to Salt Lake Sector V to 32 minutes, compared with around one-and-a-half hours.

Beleghata–Hemanta Mukhopadhyay line (4.39 km, ₹875 crore): There are four stations on this stretch—VIP Bazar, Ritwik Ghatak, Barun Sengupta and Beleghata. Two of them are named after luminaries: Ritwik Ghatak (film director) and Barun Sengupta (journalist). The service on this stretch is part of the Orange Line. It will help commuters in Kolkata and South 24 Parganas.

Howrah Metro Station subway (Project cost: ₹43 crore): Will ensure seamless interchange among Metro Railway, Eastern Railway and South Eastern Railway.

Future-Ready Transport Key: PM

In his address, PM underlined that cities like Kolkata reflect both India's history and its aspirations for the future. '21st-century India requires 21st-century transport systems,' he said, adding that the government is working to modernise railways, roads, metros and airports while ensuring they are seamlessly integrated.

Highlighting India's remarkable progress in urban rail, the PM said, 'Before 2014, the country had only 250 km of metro lines, whereas today the network has expanded to over 1000 km—the third largest in the world.' In Kolkata alone, about 14 km of new lines and seven stations are being added, making it a hub of modern urban mobility.

With these extensions, commuting across the city will be faster, smoother and greener with a reduction in congestion and carbon footprint. East-West Metro Corridor (Green Line) is now fully operational, and the Yellow Line will make commuting up to Barasat from Noapara cheap and time-saving. The extensions of old corridors and opening of a new corridor will also boost commercial activities in the region. He further pointed out that with these new services, two of India's busiest railway stations—Howrah and Sealdah—are now directly connected by metro.



Prime Minister interacting with students on board Kolkata Metro

100% Railway Electrification in Bengal

Reaffirming the Centre's commitment to the state, PM announced that Bengal has achieved 100 percent railway electrification. The long-standing demand for a MEMU service between Purulia and Howrah has been met. At present, nine Vande Bharat Express trains and two Amrit Bharat trains are operational in the state, providing faster, more comfortable journeys.

Key Leaders and Dignitaries at The Event

The inauguration ceremony was attended by West Bengal Governor Dr. C.V. Ananda Bose, Union Ministers Shantanu Thakur, Ravneet Singh , Dr. Sukanta Majumdar, BJP state president Samik Bhattacharya, and Leader of Opposition in West Bengal assembly Suvendu Adhikari.■

Prime Minister Lays Foundation Stone and Launches Development Works in Tamil Nadu's Thoothukudi



Narendra Modi, Prime Minister along with Tamil Nadu Governor R. N. Ravi and Union Ministers Rammohan Naidu Kinjarapu and Dr. L. Murugan, at the foundation stone ceremony for development projects in Tamil Nadu

Narendra Modi, Prime Minister inaugurated three key railway infrastructure projects at a public event in southern Tamil Nadu's Thoothukudi on 26th July, 2025, aiming to boost sustainable and efficient connectivity.

The electrification of the 90 km Madurai–Bodinayakkanur line will promote eco-friendly transport and support tourism and commuting in Madurai and Theni. The ₹650 crore doubling of the 21 km Nagercoil Town–Kanniyakumari section, part of the Thiruvananthapuram–Kanniyakumari project, will strengthen links between Tamil Nadu and Kerala. Additionally, the doubling of the Aralvaymozhi–Nagercoil Junction (12.87 km) and Tirunelveli–Melappalayam (3.6 km) sections will reduce travel time on major southern routes like Chennai–Kanyakumari and enhance regional economic integration by improving passenger and freight capacity.

The Prime Minister emphasised that the Union Government considers the railway network as a lifeline of industrial growth and Aatmanirbhar Bharat. Noting that over the past 11 years, India's railway infrastructure has entered a transformative phase of modernization, with Tamil Nadu emerging as a central hub of this campaign, the Prime Minister remarked that under the Amrit Bharat Station Scheme, 77 stations across Tamil Nadu are undergoing comprehensive redevelopment. Modern Vande Bharat trains are now providing Tamil Nadu's citizens with a new travel experience. PM emphasised that India's first vertical lift rail bridge—Pamban Bridge—was also constructed in Tamil Nadu, a unique engineering feat that has improved both ease of doing business and ease of travel in the region.

'India is undergoing a transformative campaign to build mega and modern infrastructure across the nation,' underscored the Prime Minister. He described the recently inaugurated Chenab Bridge in Jammu and Kashmir as an engineering marvel, noting that it has, for the first time, connected Jammu and Srinagar via rail. The PM also outlined that in addition to this, India has completed several landmark projects, like the longest sea bridge in the country—Atal Setu, the Bogibeel Bridge in Assam and the Sonamarg Tunnel, which spans over six kilometers. These initiatives, he said, reflect the Union Government's commitment to integrated development and have generated thousands of employment opportunities nationwide.

PM stated that the newly dedicated railway projects in Tamil Nadu will benefit millions across the southern region of the state. He noted that with the electrification of the Madurai–Bodinayakkanur railway line, the path has now opened for operating advanced trains such as Vande Bharat in the region. 'These railway initiatives are poised to accelerate Tamil Nadu's pace of progress and expand its scale of development with renewed momentum', stated the Prime Minister.

Prime Minister Flags Gaya-Delhi Amrit Bharat Express and Vaishali-Koderma Buddhist Circuit Express

₹12,000 crore projects launched; New rail links via Sasaram, Prayagraj and Kanpur to open opportunities for youth and trade

Narendra Modi, Prime Minister inaugurated and laid the foundation stone for several development projects worth ₹12,000 crore at a grand event held in Bihar's Gaya on 22nd August, 2025. On the occasion, he also flagged off the Gaya–Delhi Amrit Bharat Express and the Vaishali–Koderma Buddhist Circuit Train.

The newly launched Amrit Bharat Express between Gaya and Delhi will enhance passenger comfort with modern facilities, safety and convenience. The Vaishali–Koderma Buddhist Circuit Train will connect major Buddhist sites in the region, promoting tourism and religious travel.

Addressing the gathering, the Prime Minister said that the land of Gaya is the land of spirituality and peace and is the sacred place where Lord Buddha attained enlightenment. He remarked, 'Gaya Ji's cultural and spiritual heritage is ancient and immensely rich.' Acknowledging the sentiment of people who wish the city to be referred to respectfully as 'Gaya Ji' and not just 'Gaya,' he congratulated the Bihar government for honouring this sentiment.

PM further said that both the central and state governments are working together for the rapid development of Gaya Ji. Under the Amrit Bharat Station Scheme, Gaya Ji Railway station is being modernised to provide airport-like facilities to passengers. He highlighted that Gaya Ji is now connected with trains like Rajdhani, Jan Shatabdi and the indigenously built Vande Bharat Express. The direct rail connectivity from Gaya Ji to Delhi via Sasaram, Prayagraj and Kanpur, is creating new opportunities for the youth and entrepreneurs of Bihar.

The event was attended by Bihar Chief Minister Nitish Kumar, Governor Arif Mohammed Khan, Union Ministers Rajiv Ranjan Singh, Jitan Ram Manjhi, Giriraj Singh, Chirag Paswan, Nityanand Rai, Ram Nath Thakur, Dr. Raj Bhushan Chaudhary, Satish Chandra Dubey, along with several other dignitaries.■



Narendra Modi, Prime Minister, flanked by Bihar Chief Minister Nitish Kumar and Governor Arif Mohammad Khan, laying the foundation stone of several projects in Gaya, Bihar

Prime Minister Inaugurates Katrosan Road–Sabarmati Passenger and Becharaji Freight Trains



Narendra Modi, Prime Minister, flagging off the Katrosan Road–Sabarmati passenger train and the first dedicated automobile freight train from Bechraji station via Ranuj to North India from Kadi railway station

Prime Minister, Narendra Modi on 25th August, 2025, dedicated railway projects worth ₹1400 crore in focus. At a grand event in Ahmedabad, he inaugurated schemes, laid foundation stones and dedicated projects of this value, reflecting the government's commitment to modernising rail infrastructure.

The key railway works include the doubling of the 65-km Mahesana–Palanpur rail line at a cost of over ₹530 crore, gauge conversion of the 37 km Kalol–Kadi–Katrosan Road line and the commissioning of the 40 km Becharaji–Ranuj rail line built with an investment of over ₹860 crore. Together, these projects will provide faster, safer and smoother connectivity, ease daily travel for passengers and give a strong push to regional trade and industries.

On the occasion, the Prime Minister also flagged off the Katrosan Road–Sabarmati passenger-train and launched a freight train service from Becharaji. While the passenger service will make religious and cultural destinations more accessible, the freight service is expected to strengthen connectivity to Gujarat's industrial hubs, boost logistics and generate new employment opportunities.

Additionally, the PM also laid the foundation stone for a new Railway Overbridge on the Ahmedabad–Viramgam route. Addressing the gathering, he said, 'Today, Gujarat is leading the nation in industrial expansion and manufacturing. From powerful electric locomotives being produced at the Dahod rail factory to metro coaches built in Gujarat now being exported to other countries, the state is making the nation proud.'

He recalled that a decade ago, Gujarat's ports and industrial centres lacked proper rail connectivity. Since 2014, the focus on bridging this gap has yielded major results. Over the past 11 years, nearly 3000 km of new railway lines have been laid across Gujarat and the entire state's railway network is now fully electrified.

The event was graced by the Governor of Gujarat Acharya Devvrat, CM Bhupendrabhai Patel, Union Minister C.R. Patil and other dignitaries.

Home Minister Flagged off the Sitamarhi–Delhi Amrit Bharat Express

Amit Shah, Home and Cooperation Minister laid the foundation stone for the comprehensive development of the Punaura Dham temple complex in Bihar's Sitamarhi district and virtually flagged off the Sitamarhi–Delhi Amrit Bharat Express on 8th August, 2025.

The Minister noted that annual railway investment in the state has risen sharply from around ₹1132 crore earlier to ₹10,066 crore in 2025–26 under the leadership of Narendra Modi, PM. He pointed to major projects including the Sitamarhi–Sursand–Jaynagar–Nirmali rail line, gauge conversion of Jaynagar–Darbhanga–Narkatiaganj–Bhikhna, doubling of the Samastipur–Darbhanga line and the redevelopment of 10 stations as 'Amrit Stations'.

The Union Home Minister further mentioned that



Amit Shah, Home and Cooperation Minister and Nitish Kumar, Bihar CM, flagging off the Sitamarhi–Delhi Amrit Bharat Express via video conferencing

new works, including the Sitamarhi–Sheohar rail line, Muzaffarpur–Sitamarhi section and doubling of the Muzaffarpur–Sugauli line are progressing rapidly, which will give a major boost to railway connectivity in Bihar.■



Logistics A Game Changer for 21st Century India: Defence Minister Highlighting PM Gati Shakti Vision

Students were given degrees at GSV's 3rd convocation in Vadodara. Top achievers were honoured through Academic Excellence, Outstanding Project and Best Student Awards



Ashwini Vaishnaw, Minister of Railways attended Convocation Ceremony of Gati Shakti University in Vadodara, Gujarat, while Rajnath Singh, Minister of Defence joined virtually, commending the students' exemplary performance and felicitating them with convocation sashes

Rajnath Singh, Minister of Defence virtually joined the third convocation of Gati Shakti Vishwavidyalaya (GSV) in Vadodara, Gujarat, on 27th July, 2025, taking centre stage as the chief guest. Addressing the event, the minister said that India is witnessing an unprecedented transformation in its infrastructure and logistics sectors, laying a strong foundation for the country's economic development.

Further describing the logistics sector as a game changer for 21st century India, Minister of Defence said it offers immense opportunities for the youth and will play a key role in building a developed India. He called upon the young people to shoulder the responsibility in contributing towards this goal.

Explaining the importance of logistics, he noted that the stronger the logistics services, the stronger country's borders remain. When defence products manufactured in one part of the country or food supplies for soldiers are delivered to the border on time, the morale of the guards becomes strong.

Highlighting the government's initiatives, Rajnath Singh added that projects like creating multimodal transport hubs and implementing mission-mode schemes have significantly reduced logistics costs and encouraged data-based decision-making.

Addressing the event, Ashwini Vaishnaw, Minister of Railways and GSV Chancellor highlighted the transformational changes that have taken place in Indian Railways over the last 11 years. He



Ashwini Vaishnaw, Minister of Railways rewarded the excellence award to student at Gati Shakti University in Vadodara

informed the audience that in the past one year alone, the rail network has expanded by 5300 km, with tunnel construction reaching a total of 368 km.

He stressed that India has always been among the top economies in the world, barring a period of two and a half centuries. He emphasised the need to make India a top economy once again by building human resources focused on every sector through educational institutions like GSV.

The Minister of Railways noted that GSV has signed MoUs with around 40 industrial and educational institutions. He also suggested preparing research papers focusing on marine engineering in the future and entering into MoUs with marine industries.

The Minister of Railways also encouraged the graduating students to contribute to India's development journey and stressed on the importance of innovation in their fields. He described GSV as the 'engine of development' and urged the students to support the vision of a developed India by 2047.

A total of 194 students received degrees in various subjects at the convocation. One student from each course was awarded the Academic Excellence Award, while Outstanding Project and Best Student Awards were also given.

Prof. (Dr.) Manoj Choudhary, GSV Vice Chancellor delivered the welcome address and shared information about the institution's performance over the last three years. The programme was attended by Dr. Hemang Joshi, Rajmata Shubhangini Raje Gaekwad, MP, Vadodara senior officers of the Indian Army and Railways, students and their parents.

Gati Shakti Vishwavidyalaya (GSV) in Vadodara, Gujarat, a vision of Prime Minister, is India's first university focused on transport-related education, multidisciplinary research and training. The PM's vision for GSV is deeply intertwined with the broader objectives of the PM Gati Shakti National Master Plan – a plan aimed at revolutionising India's infrastructure and logistics sector.

The vision for PM Gati Shakti is to create a holistic, integrated and efficient infrastructure ecosystem, addressing past inefficiencies while propelling India toward economic growth and global competitiveness. A core principle of PM Gati Shakti is integrated planning and coordinated execution, bringing together 16 ministries on a single digital platform to ensure unified planning and synchronised implementation of infrastructure projects across sectors like Railways, Roadways, Ports and Waterways.■

Savli Facility Exports 450 Rail Cars for Australia's Metro Project

The Minister of Railways also visited Alstom's Savli facility in Vadodara, Gujarat, on the same day. It is a key manufacturing hub for railway rolling stock in India. He reviewed Alstom's operations at the facility and appreciated the practice of designing customised solutions for each order — an innovation Indian Railways could emulate. He also proposed a joint training programme with GSV through a creative and collaborative framework. He advised that General Managers of all PUs undertake training and exposure visits to this unit. Discussions also included the use of sensors and Artificial Intelligence for preventive maintenance.

Speaking to the media, the Minister said that the effects of the 'Make in India' and 'Make for the World' initiatives are now visible across the railway manufacturing sector. He also pointed out that exporting railway components to multiple countries is not only boosting jobs home but also giving Indian engineers and workers valuable experience with international standards. He hailed this success as a major milestone for the Make in India mission.

Savli facility produces state-of-the-art commuter and transit train cars, with a strong commitment to the Make in India and Aatmanirbhar Bharat initiatives. Over 3400 engineers from across the country have actively been collaborating with 21 global Alstom sites. Since 2016, India has successfully exported 1002 rail cars for various international projects, reinforcing the country's position as a trusted supplier of modern rail systems. 450 rail cars were manufactured at Savli and exported to Australia for the Queensland Metro project.■

Minister of Railways Unveils Three New Trains, Inspects Container Hub, Hosts Viksit Bharat Samvad



Ashwini Vaishnaw, Minister of Railways flagged off three new express services from Bhavnagar, Gujarat alongwith Dr. Manshukhbhai Mandaviya, Union Minister of labour and employment youth affairs and others

Ashwini Vaishnaw, Minister of Railways (MR) flagged off three new train services on 3rd August, 2025 from Bhavnagar, Gujarat. Which connecting important destinations

- **Bhavnagar–Ayodhya Express**
- **Rewa–Pune (Hadapsar) Express**
- **Jabalpur–Raipur Express**

The event, attended by senior leaders and a large gathering of citizens, was also joined via video conferencing by Dr. Mohan Yadav, Chief Minister of Madhya Pradesh and Vishnu Deo Sai, Chief Minister of Chhattishgarh.

The launch of the Bhavnagar–Ayodhya weekly train drew special attention for its cultural and economic potential. Dr. Mansukhbhai Mandaviya, Union Minister of Labour and Employment, Youth Affairs and Sports and Nimuben Bambhaniya, Minister of State for Consumer Affairs, Food and Public Distribution joined the Minister of Railways in formally inaugurating the service.

Describing the three trains as 'of great importance,' MR noted that the Bhavnagar–Ayodhya Express would bring together cultural heritage and trade opportunities. The Rewa–Pune link, he said, would serve Pune's growing industrial base and connect it with Rewa, Jabalpur, Satna and Maihar. This will be a valuable addition for communities in tribal regions.

MR credited Prime Minister Narendra Modi's vision for the pace and scale of progress. He said that the Prime Minister has an emotional bond with Railways and always emphasises its development, bringing in new technologies and expanding the network.

Over the last 11 years, 34,000 km of new railway tracks have been laid, averaging 12 km per day. A record 1300 stations are under redevelopment in the world's largest station modernisation programme. MR noted that unlike other countries where operations halt for upgrades, India's network continues running without disruption even during large-scale projects.

Announcing future projects, the Minister revealed plans for a new Porbandar–Rajkot daily train, a coach maintenance facility at Ranavav station, the Saradiya–Wansjaliya railway line, Bhadrakali



Gate, a new flyover in Porbandar city, two Gati Shakti cargo terminals and a port terminal in Bhavnagar. He also confirmed rapid progress on the Mumbai–Ahmedabad bullet train, which will reduce travel time between the two cities to two hours and seven minutes.

Visiting Bhavnagar's Emerging Container Hub

MR alongwith Dr. Mandaviya and Bambhaniya, also visited the Bhavnagar-based container manufacturing facility of Aawadkrupa Plastomech Pvt. Ltd. It is located on the Bhavnagar–Rajkot.



The Minister of Railways remarked that Bhavnagar is well on its way to becoming a key hub for container production in the region. The company's Navagam plant currently produces around 15 containers daily, meeting its existing order commitments, but its infrastructure can easily scale up to 100 containers per day.■

Viksit Bharat Samvad: Railways Growth in Focus

MR also convened a 'Viksit Bharat Samvad' with traders, merchants, industrialists and prominent citizens at Bhavnagar's Iskcon Fern.

The minister also spoke about the nation's growing capabilities in indigenous manufacturing, taking the example of the Vande Bharat train. He underlined that this fully indigenous train offers world-class modern facilities and urged citizens to actively participate in the national mission to realise the vision of a Developed India. He further pointed out that India, which once had no recognition in electronics manufacturing, has now emerged as a $150 billion hub and is also taking a lead in the semiconductor sector globally.

During the interaction, local industrialists and citizens raised issues related to Bhavnagar's infrastructure and development. MP assured them of no problems regarding FTR. He also announced the upcoming development of a container port in Bhavnagar. He also responded to a demand for establishing an IT park through STPI, personally contacting the concerned official and taking steps to ensure the project's approval.■



Ashwini Vaishnaw, Minister of Railways visited Alstom's Savli facility in Vadodara, Gujarat

RPF and NCW Join Forces to Stop Trafficking on the Tracks

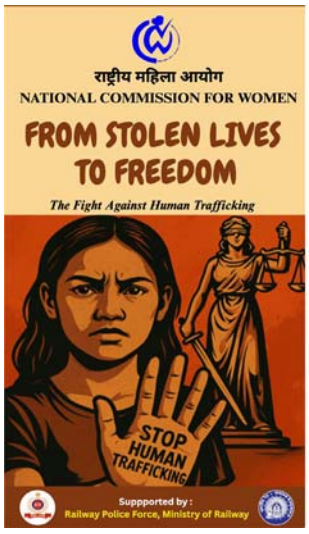
RM calls Railways 'protector of lives' as RPF rescues more than 65,000 trafficked and missing children in 4.5 years

On the occasion of World Day Against Trafficking in Persons, a renewed Memorandum of Understanding (MoU) was signed between the Railway Protection Force (RPF) and the National Commission for Women (NCW) in the August presence of Ashwini Vaishnaw, Minister of Railways on 30th July, 2025 at Rail Bhawan, New Delhi.

Sharing the development on social media, the Minister of Railways stated that the MoU aims to strengthen the capacity of RPF personnel to effectively prevent the trafficking of women and children as well as other crimes against women.

The MoU was signed by Shivani Dey, Deputy Secretary, NCW and S. Sudhakar, DIG/Projects, RPF. On this occasion, a special booklet on anti-human trafficking, prepared by the NCW, was also released.

Vijaya Rahatkar, Chairperson of NCW, underscored the seriousness of the issue by stating that human trafficking continues to be one of the gravest human rights violations, with women and girls being the most frequent targets. She emphasised the pivotal role of the RPF in early detection and intervention. She also appreciated the painstaking nationwide efforts of the RPF in rescuing trafficked and missing/runaway children from across the country, which has led to the rescue of more than 65,000 such children over the past four and a half years.







RPF and NCW signing an MoU at Rail Bhawan in New Delhi as part of the 'Anti-Human Trafficking' awareness programme in the presence of Ashwini Vaishnaw, Minister of Railways

Manoj Yadava, DG, RPF reiterated the force's commitment to the cause. He said that Indian Railways, with its extensive reach, has both the opportunity and responsibility to serve as a frontline deterrent against trafficking. The partnership with NCW will further sharpen the force's operational response and community outreach. The MoU facilitates the organization of structured training programmes and sensitization initiatives for RPF personnel. Public awareness efforts, including the dissemination of informational materials at railway stations and on trains, will also be undertaken. Additionally, Anti-Human Trafficking Units (AHTUs), already operational at over 750 locations, will be leveraged to strengthen surveillance and ensure an immediate response to suspected cases.

This collaborative effort reflects a shared national commitment to safeguarding vulnerable communities and advancing a zero-tolerance approach toward human trafficking through one of India's most vital public service systems — the Indian Railways.

Indian Railways and SBI Sign Landmark MoU to Enhance Insurance Benefits for Employees

A landmark Memorandum of Understanding (MoU) was signed on 1st September, 2025, between two of India's leading institutions—Indian Railways (IR), one the largest rail networks in the world and the State Bank of India (SBI), the country's largest public sector bank. The ceremony was honoured by the august presence of Ashwini Vaishnaw, Minister of Railways, Satish Kumar, Railway Board Chairman and C.S. Setty, SBI Chairman.

Under this MoU, insurance coverage for Railway employees maintaining salary accounts with SBI has been significantly enhanced. In case of accidental death, the insurance benefit has been increased to ₹1 crore, compared to the current coverage of ₹1.20 lakh, ₹60,000 and ₹30,000 for Group A, B and C employees respectively covered under CGEGIS.

Key additions include ₹1 cr accidental death cover; ₹1.6 cr air accident cover; ₹1 cr disability cover etc

Additionally, all Railway employees holding only a salary account with the SBI will now be eligible for natural death insurance coverage of ₹10 lakh—without the need to pay any premium or undergoing any medical examination.

With nearly 7 lakh Railway employees maintaining salary accounts with SBI, this agreement marks a major step towards employee welfare, reflecting a caring and constructive partnership between Indian Railways and SBI.

Some of the key complimentary insurance covers under this MoU include: Air Accident Insurance (Death) Cover of ₹1.60 crore, plus an additional up to ₹1.00 crore on RuPay Debit Card; Personal Accident (Permanent Total Disablement) Cover of ₹1.00 crore; and Personal Accident (Permanent Partial Disability) Cover of up to ₹80 lakh.

This MoU between two leading entities is employee-centric, compassionate, and designed to bring exclusive benefits to the workforce—especially frontline railway personnel in Group C and others.



Satish Kumar, Chairman & CEO, Railway Board and C.S. Setty, Chairman, SBI signing the MoU for Railway Salary Package in august presence of Ashwini Vaishnaw, Minister of Railways

RAILWAYS IN PARLIAMENT

Ashwini Vaishnaw, Minister of Railways replied to the questions in Parliament.

RailOne and Next-Gen PRS put Ticketing Power Straight into Passengers' Palms

Indian Railways is undertaking complete revamp of Passenger Reservation System (PRS) through Centre for Railway Information Systems (CRIS). The revamp of PRS involves the upgradation and replacement of hardware, software, network equipment, security infrastructure and functionalities on new technologies, with a design capable of handling new features.

The current PRS system was deployed in 2010 and runs over Itanium servers and Open VMS (Virtual Memory System). The current PRS system requires upgradation from legacy technology systems to latest cloud technology compliant systems. Over the years, passenger preferences and aspirations have changed. The modernised PRS aims to address and fulfil the enhanced aspirations of passengers.

Railways has recently launched the RailOne app. This app enables passengers to book both reserved and unreserved tickets on their mobile phones. This, in effect, brings the PRS facility to the passenger's palms.

With effect from 1st November, 2024, the Advance Reservation Period (ARP) for booking reserved tickets in trains that previously had a 120-day



ARP has been reduced to 60 days, excluding the date of journey. This change has been made keeping in view booking trends and also to reduce the cancellations due to unforeseen events.

Changes in Advanced Reservation Period (ARP), based on booking trends and passenger feedback, is a continuous and ongoing exercise. The present PRS can book about 25,000 tickets per minute and the new system is designed to handle more than four times this capacity.



Udhampur-Srinagar-Baramulla Rail Link Sets Benchmark in Safety and Eco-Friendly Construction: Minister of Railways

Udhampur-Srinagar-Baramulla Rail Link (USBRL) project, with a total length of 272 km, has been recently commissioned. The USBRL project covers the districts of Udhampur, Reasi, Ramban, Srinagar, Anantnag, Pulwama, Budgam and Baramulla in Jammu and Kashmir.

World's highest railway bridge built over Chenab at 359 m above river bed; India's first cable-stayed railway bridge completed over Anji Khad at 331 m; Project generates over 5 crore man-days of employment; 215 km of approach roads and 320 small bridges built

The USBRL project is one of the most difficult new railway line projects undertaken in the country post-independence. The terrain passes through young Himalayas, which are full of geological surprises and numerous problems. In this project, the Railways has constructed the world's highest Railway Bridge over Chenab river in Reasi district of Jammu and Kashmir. The iconic Chenab Bridge is 1315 m long, with an arch span of 467 m and a height of 359 m above river bed. Indian Railways' first cable-stayed bridge has been constructed over Anji Khad in this project. Its bridge deck is 331 m above the river bed level and the height of its main pylon is 193 m.

The USBRL project has made substantial socio-economic contributions to the region, with employment generation being a significant aspect of its impact. The project has generated more than 5 crore man-days of employment. Another crucial facet of the USBRL project's socio-economic development efforts has been the construction of over 215 km of approach roads, which include construction of a tunnel and 320 small bridges. This road network has helped the local population improve their connectivity with other areas and socio-economic conditions.

In accordance with international norms, adequate safety provisions have been incorporated in the USBRL project. All tunnels with a length of more than two km have been provided with mechanical ventilation systems to ensure air quality. Fire fighting systems comprising fire hydrants and fire extinguishers have been provided to promptly address and contain potential fire incidents in all the tunnels. Further, to ensure the safety of passengers, escape tunnels have also been made where the length of the tunnel exceeds three km. A total of 66 km escape tunnels have been made in this project.



Chenab Bridge

To ensure minimum disturbance to Himalayan ecology, due care has been taken for slope stabilization and the best institutes of the world were roped in for execution of this project. Comprehensive schemes for slope stabilization have been adopted as per NEERI guidelines and Detailed Design Consultants' suggestions to prevent erosion and damage to natural terrains.

Slope stability at Chenab Bridge was designed by Indian Institute of Science, Bangalore and IIT/ Delhi. Other global firms with experience in such works were also engaged for independent check for slope stability for Chenab Bridge. Slope stability at Anji Bridge was also designed and proof-checked by experienced global firms.

Further, Environmental Impact Assessments due to construction of Katra-Qazigund new rail line, including Chenab and Anji Khad bridges have also been conducted through National Environmental Engineering Research Institute (NEERI), Nagpur. Extensive safeguards and mitigation measures have been implemented based on the Environmental Management Plan (EMP) prepared by NEERI.

Sedimentation tanks have been constructed at tunnel outlets before discharging into natural nallas to manage tunnel excavated material. Alternative water sources were provided to villages where natural sources were disrupted by resorting to reverse pumping. Proper lined drains and stepped chutes were constructed at required locations to ensure smooth flow of surface water and prevent erosion at muck yards.

Advanced techniques of controlled blasting were adopted during tunnelling to minimize vibrations and environmental damage. Sensors have been installed in all tunnels in the Katra-Banihal section to monitor air quality during the operational phase also. The entire rail project is electrified using an overhead conductor system in tunnels and in open stretches. Rail transportation is the most environmentally-friendly transportation mode, significantly reducing the carbon footprint compared to diesel traction.

While specific measures for biodiversity conservation are delineated in the EMP, the overall environmental mitigation efforts contribute


Anji Bridge

to protecting local ecology. Guidelines for site preparation for plantation activity on dumping sites include planting native species and turfing with grass for eco-restoration. With the all-weather, reliable and comfortable rail connectivity of the valley portion with the rest of the Indian Railway network, tourism is expected to get a big boost.

The USBRL project (272 km) has been constructed completely in the Union territory of Jammu and Kashmir. Land acquisitions were carried out as per the prevalent Jammu and Kashmir State Land Acquisition Act 1990. The Land Acquisition was conducted through the Collector Land Acquisition, appointed by the District Administration. Assessment of land ownership, structures, identification of beneficiaries, calculation of compensations for land and structures, trees etc, was done. Awards in this regard were published and disbursed the compensation amount was disbursed.

Total land acquired for USBRL project includes 1559.48 hectares of private land and 276.71 hectares of Govt. land. Complete payment of these land acquisitions amounting to ₹816.21 crores, has already been deposited with concerned Collector Land Acquisition. The mechanism for resolving pending claims related to land acquisition is already included vide section 18 of J&K State Land Acquisition Act 1990.

Railway acquires land through concerned state/ district authorities. All the activities in connection with land acquisition like assessment of amount of compensation to land losers etc, fall under the purview of the state government. Compensation for land acquisition is made to the land losers by the Revenue Department of the State Government after demanding the same from the Railways.■

Prime Minister Marks New Era of Connectivity With Jammu–Srinagar Rail Link

Narendra Modi, Prime Minister inaugurated the Udhampur-Srinagar-Baramulla Railway Link project with Chenab and Anji bridges on 6th June, 2025. It is a historic milestone in establishing connectivity between the Kashmir valley and Jammu.

Vande Bharat Express between Katra and Srinagar has become an important mode of transportation on this route.

Scientific Upkeep with Modern Tools: Over and above the new train services, the opening of this line has made a fundamental change in the ability to maintain rail tracks in Kashmir valley. The railway link has enabled movement of track maintenance machines to the Kashmir valley. Maintenance is now being done with modern machines, unlike manual maintenance earlier. This has led to significant improvement in track quality.

DEMU and MEMU rakes now reach workshops via new rail link for modern upgrades as AI enhances track maintenance and safety, confirms Minister of Railways

Kashmir Valley Gets Extra Track Machines: To strengthen track maintenance activities in the Kashmir valley, the deployment of machines has been augmented as follows:

A tamping machine has been deployed since early June 2025. This machine packs the stone chips under the tracks to ensure proper alignment and stability of the tracks. It has so far tamped approximately 88 km of track in the valley. This has improved the ballast cushion and will make the ride smooth.

Two ballast cleaning machines (BCMs) have also been deployed. Ballast is the stone chip collection on tracks. It provides support to railway tracks. These machines are working in tandem and have deep-screened around 11.5 km of track. Cleaner ballast leads to safer operation.

Two additional BCMs were sent to the valley in July 2025. These machines have undertaken deep screening and have executed approximately 2.5 km of track.

To supplement the tamping and deep screening work by recoupment of ballast, 17 ballast rakes were sent and unloaded in Kashmir valley tracks from ballast depots at Kathua, Qazigund, Madhopur and Jind. Consequently, 19,000 cu m of ballasting was done.

Track recording car (TRC) and oscillation monitoring system (OMS) runs were also conducted in June-July 2025, respectively. The track quality has been assessed and track stretches requiring attention have been identified.

All these works have significantly improved track quality in the Kashmir valley.

India's Rail Network Crosses 1 Lakh km: Tracks are being upgraded across the country. Better tracks improve safety and ride quality. By early 2025, 78% of India's tracks had been upgraded to 110 kmph or more. This number was just 39% in 2014. This higher proportion should be seen in light of the rise in the total length of tracks in the last decade. The total length of tracks has increased to over 1 lakh km in 2025 from 79,342 km in 2014.



Ballast cleaning machine working in valley section

AI to Detect Defects in Railway Tracks: MR said, 'We will improve the track quality by significantly upgrading the track technology and maintenance practices. Modern track fittings, usage of track machines, ultrasound fracture detection machines, road cum rail vehicles and integrated track measurement machines will make our track maintenance scientific. AI will be extensively used in detecting defects. These technological changes will substantially improve the working conditions for track maintenance staff.'

In a First, Passenger Coaches in Kashmir Undergo Upgradation

Along with track upgradation, a paradigm shift has happened in the maintenance and upgradation of passenger coaches in J&K.

Till the opening of Jammu-Srinagar rail link, there was no rail connectivity of Kashmir valley with the rest of the Indian Railway network. The DEMU/ MEMU rakes in Kashmir valley could not be brought to the workshop for periodic maintenance and upgradation.

Periodic overhauling (POH) was being done by transporting bogies from Budgam to Lucknow on road trailers. This was sub-optimal. For the first time, rakes from the valley have been brought to Lucknow through rail for POH.

The condition of all the rakes in Budgam is being improved in a timebound manner. The following rakes are undergoing maintenance and upgradation:

POH of one MEMU rake has been completed. The upgraded MEMU rake is now operational in the valley. POH of another MEMU rake is likely to be completed by the end of July, 2025. POH of one DEMU rake has been completed at Charbagh workshop. Another DEMU rake is undergoing POH at Charbagh workshop. It is likely to be completed by the mid of August, 2025.

One more DEMU rake is undergoing renovation at Jalandhar shed. It is expected to be made operational by the end of July, 2025.

Four more DEMU rakes have been planned for upgradation at Charbagh workshop and Jalandhar shed.



Upgraded DEMU rake

Details of Upgradation Work

- Exterior PU Painting with anti-graffiti of the entire rake, with a new vibrant colour.
- Fitting of bio tanks in toilets.
- Fitting of new water raising pumps for proper functioning of toilets.
- Repairing of seats and replacement with polycarbonate seats.
- Provision of new standing handles.
- Renewal of PVC flooring.
- Buffing of all stainless steel items.
- Repairing of all windows and ensuring hopper type windows.
- Ensuring proper functioning of Public Address and Passenger Information System.
- Provision of adequate power and automatic change over switch panel for supply to water raising apparatus. This will ensure uninterrupted operation of water raising apparatus even in the absence of generator supply in summer season.
- Provision of A & C type of mobile charging sockets (with inbuilt short circuit and overload protection) and modular switches for fans.
- Overhauling and renewal of all fans and lights.

The upgradation works of passenger coaches in the Kashmir valley will be completed by 31st August, 2025. All rakes in service will be renovated and upgraded within this time frame.

Indian Railways is often called the 'lifeline of the nation'. With the opening of Jammu-Srinagar rail line and the ongoing upgradation works, it will provide a new lifeline to Jammu and Kashmir.■

Indian Railways Expands Non-AC Fleet with 17,000 Modern Coaches in 5-year Plan

Amrit Bharat trains with 78% non-AC seats and 70% non-AC coaches offer general class passengers safe, comfortable travel with modern amenities and disabled-friendly features

Indian Railways (IR) has significantly increased the facilities for passengers demanding general class travel. During the last financial year 2024-25 alone, 1250 general coaches have been utilised in various long-distance trains.

The percentage of non-AC coaches has significantly increased to about 70% as detailed below:

Distribution of Coaches

Non-AC coaches (general and sleeper)	~57,200	~70%
AC coaches	~25,000	~30%
Total coaches	~82,200	100%

Due to higher availability of general coaches, the number of passengers travelling in general/ unreserved coaches has shown an increasing trend as shown below:

Passengers in General/Unreserved Coaches

FY	No. of Passengers
2020-21	99 crore (Covid year)
2021-22	275 crore (Covid year)
2022-23	553 crore
2023-24	609 crore
2024-25	651 crore

The number of seats available for non-AC passengers has also increased over the years. The current composition is as follows:

Distribution of Seats

Non-AC seats	~ 54 lakhs	~ 78%
AC seats	~ 15 lakhs	~ 22%
Total	~ 69 lakhs	100%



To provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of Mail/Express trains provides for 12 General class and sleeper class non-AC coaches and eight AC-coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC sleeper Coaches.

Further, to cater to the needs of passengers desirous of availing unreserved accommodation, Indian Railways operates unreserved non-AC passenger trains/ MEMU / EMU etc. for affordable travel, which are in addition to the unreserved accommodation (coaches) available in Mail/ Express services.

Development of Amrit Bharat trains, manufacturing of MEMU trains and increasing the share of general coaches clearly show that Indian Railways is catering effectively to the demand for travel in general class.

Over and above the current high share of non-AC coaches (~70% of total coaches), Railways is executing a special manufacturing programme for 17,000 non-AC general/sleeper coaches over the next 5 years.

Indian Railways has introduced fully non-AC Amrit Bharat trains, presently comprising 11 General class coaches, 8 Sleeper class coaches, 1 Pantry car and 2 Second class cum Luggage cum Guard Van and Disabled Friendly Compartment. These trains have been designed and manufactured to cater to the needs of the general public by providing a world-class modern and comfortable rail travel experience to passengers of non-AC segment. IR has planned production of 100 Amrit Bharat trains.

Safer, Smarter Non-AC Travel Arrives

- Better aesthetics of seat and berths with enhanced look and feel on the lines of Vande Bharat Sleeper.
- Jerk free semi-automatic couplers.
- Improved crashworthy features.
- Provision of CCTV system in all coaches and luggage room.
- Improved designs of toilets.
- Improved design of ladder for ease of climbing onto the berth.
- Improved LED light fitting and charging sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency talk back system for two-way communication between passenger and guard/train manager.
- Non-AC Pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

Indian Railways fixes the fares with due consideration of the cost of service, value of service, what passengers can bear, competition from other competing modes, socio-economic considerations etc. The fares of various trains/ classes are based on the facilities provided in these trains. Indian Railways runs various types of train services for different types of passenger segments.

Indian Railways continues to run a large number of trains with affordable fare structures, including Mail/Express and passenger trains, for the benefit of the general public including the poor and lower middle class. IR has introduced Amrit Bharat services and Namo Bharat Rapid Rail services, providing high quality services to a larger section of the population, particularly lower income groups.■



Kavach 4.0 Rolled Out in Record Time Reflects India's Atmanirbhar Push in Technology



Indian Railways has commissioned indigenous railway safety system Kavach 4.0 on the Mathura-Kota section of the high-density Delhi-Mumbai route. It is a significant step towards modernization of railway safety systems in the country.

Ashwini Vaishnaw, Minister of Railways said, 'Indian Railways has indigenously designed, developed and manufactured the Kavach Automatic Train Protection System, taking inspiration from PM, Narendra Modi Ji's "Atmanirbhar Bharat" vision. Kavach 4.0 is a technology-intensive system. It was approved by the Research Designs & Standards Organisation (RDSO) in July 2024. Many developed nations have taken 20-30 years to develop and install train protection systems. The commissioning of Kavach 4.0 on the Kota-Mathura section has been achieved in a very short timeframe. This is a very big achievement.'

Minister of Railways says the new system proves India can deliver in six years what others took decades with ₹ 1 lakh crore support

Advanced train protection systems of international standards were not installed in the country in the first 60 years after Independence. To ensure train and passenger safety, the Kavach system has recently been operationalised.

Indian Railways is gearing up to commission Kavach 4.0 on various routes throughout the country within a short span of six years. Over 30,000 people have already been trained on Kavach systems. IRISET (Indian Railway Institute of Signal Engineering and Telecommunications) has signed an MOU with 17 AICTE-approved engineering colleges, institutions and universities for incorporating Kavach as part of their BTech course curriculum.

Kavach will help loco pilots maintain train speed through effective brake application. Even in low visibility conditions like fog, loco pilots will not need to look outside the cabin for signals. They can view the information on the dashboard installed inside the cab.

What is Kavach?

- Kavach is an indigenously developed train safety system. It is designed to prevent accidents by monitoring and controlling train speeds.
- It is designed at Safety Integrity Level 4 (SIL 4). This is the highest level of safety design.
- The development of Kavach started in 2015 and the system was extensively tested for over three years.
- After technical improvements, the system was installed on the South Central Railway (SCR). The first operational certificate was granted in 2018.
- Based on the experiences gained from SCR, an advanced version 'Kavach 4.0' was developed. It was approved in May 2025 for speeds up to 160 kmph.
- Kavach components are being manufactured indigenously.

Telecom-Sized Rail Safety

Kavach is an extremely complex system.



Installation of RFID Tags on tracks

Commissioning of Kavach is equivalent to setting up a telecom company. It includes the following sub-systems:

RFID tags: Installed at every one km along the entire length of the track. Tags are also installed at every signal. These RFID tags provide precise location of the trains.

Telecom Towers: Full-fledged telecom towers including optical fiber connectivity and power supply are installed across the track length every few kilometer. Kavach systems installed on locos and Kavach controllers at the stations are constantly communicating using these towers. It is equivalent to installing a complete network like that of a telecom operator.

Loco Kavach: It interacts with the RFID tags installed on the tracks and relays the information to telecom towers and receives radio information from Station Kavach. Loco Kavach is also integrated with the braking system of the locomotives. This system ensures that brakes are applied in case of an emergency situation.



Installation of Loco Kavach

Station Kavach: Installed at every station and block section. It receives information from the Loco Kavach and signalling system and guides the Loco Kavach for safe speeds.

Optical Fibre Cable (OFC): Optical fiber is laid along the tracks which connects all these systems for high-speed data communication.



Station Manager's Operation Panel

Signalling System: The signalling system is integrated with the Loco Kavach, Station Kavach and telecom towers, etc.

These systems need to be installed, checked and certified without disrupting the railway operations, including the heavy movement of passenger and goods trains.

Kavach Progress

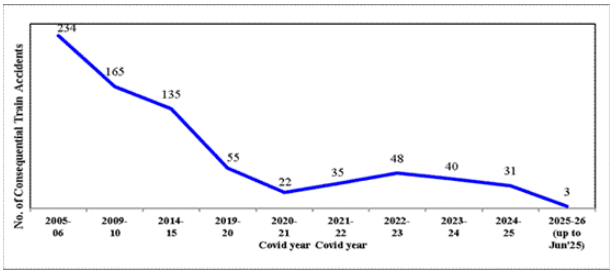
Item	Progress
Optical fibre laid	5856 km
Telecom towers installed	619
Kavach installed at stations	708
Kavach installed on Locos	1107
Trackside equipment installed	4001 Rkm

Indian Railways invests more than ₹1 lakh crore per year on safety-related activities. Kavach is one of the many initiatives taken to enhance safety of passengers and trains. The progress made and the pace of deployment of Kavach reflect the commitment of Indian Railways towards ensuring railway safety.■

Rail Safety Records Mark a New Era: Accidents per Million Train km Falls 73% in 10 years

Fog safety devices increased 288 times, rail fractures dropped over 88%, ultrasonic flaw detection of welds doubled and electronic interlocking more than quadrupled since 2014–15

Safety is accorded the highest priority on Indian Railways. As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential train accidents have reduced from 135 in 2014-15 to 31 in 2024-25 as shown in the graph below.



It may be noted that the consequential train accidents during the period 2004-14 were 1711 (average 171 per annum), which has declined to 31 in 2024-25 and further to three in 2025-26 (upto June).

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2024-25, indicating an improvement of approx. 73% during the said period.

On Indian Railways, the expenditure on safety related activities has increased over the years as under:

Expenditure on Safety Related Activities (₹ in crore)					
	2013-14 (Act.)	2022-23 (Act.)	2023-24 (Act.)	RE 2024-25	BE 2025-26
Maintenance of Permanent Way and Works	9172	18,115	20,322	21,800	23,316
Maintenance of Motive Power and Rolling Stock	14,796	27,086	30,864	31,540	30,666
Maintenance of Machines	5406	9828	10,772	12,112	12,880
Road Safety LCs and RoBs/RuBs	1986	5347	6662	8184	7706
Track Renewals	4985	16,326	17,850	22,669	22,800
Bridge Works	390	1050	1907	2130	2169
Signal and Telecom Works	905	2456	3751	6006	6800
Workshops Incl. PUs and Misc. expenditure on Safety	1823	7119	9523	9581	10,134
Total	39,463	87,327	1,01,651	1,14,022	1,16,470

Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6635 stations up to 30th June, 2025 to reduce accidents due to human failure.



Interlocking of Level Crossing (LC) Gates has been provided at 11,096 level Crossing Gates up to 30th June, 2025 for enhancing safety at LC gates.

Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6640 stations up to 30th June, 2025.

Kavach is a highly technology intensive system, which requires safety certification of the highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in a phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 RKm). Kavach has been successfully commissioned over the Kota–Mathura section (Delhi – Mumbai route) covering 324 Rkm on 30th July, 2025.

Detailed instructions on issues related to safety of signalling, e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.

System of disconnection and reconnection for S&T equipment as per protocol has been re-emphasized.

All locomotives are equipped with Vigilance Control Devices (VCD) to improve the alertness of loco pilots.

Retro-reflective sigma boards are provided on the mast which is located two OHE masts before to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.

A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates, etc.

Modern track structure consisting of 60 kg, 90 ultimate tensile strength (UTS) rails, prestressed concrete sleeper (PSC) normal/wide base sleepers with elastic fastening, fan shaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.

Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc. helps to reduce human errors.

Maximising supply of 130 m/260 m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.

Ultrasonic Flaw detection (USFD) testing of rails to detect flaws and timely removal of defective rails.

Laying of longer rails, minimizing the use of alumino thermic welding and adoption of better welding technology for rails i.e., flash butt welding.

Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (track recording cars).

Patrolling of railway tracks to look out for weld/rail fractures.

The use of thick web switches and weldable CMS crossing in turnout renewal works.

Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.

Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.

Detailed instructions on issues related to safety of Track, e.g. integrated block, corridor block, worksite safety, monsoon precautions, etc. have been issued.

Preventive maintenance of railway assets (coaches and wagons) is undertaken to ensure safe train operations.

Replacement of conventional ICF design coaches with LHB design coaches is being done.

All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.

Safety of railway bridges is ensured through regular inspection of bridges. The requirement of repair/rehabilitation of bridges is taken up based upon the conditions assessed during these inspections.

Indian Railways has displayed statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.

Production units are providing fire detection and suppression system in newly manufactured power cars and pantry cars, fire and smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.

Regular counselling and training of staff is undertaken.

Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30th November, 2023, wherein work of integrated maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the safety related works related to better maintenance practices, Technological improvements, better infrastructure and rolling stock etc. undertaken by Railways are tabulated below:

Item	2004-05 to 2013-14	2014-15 to 2024-25 (till March 25)	2004-14 Vs 2014-25
Technological Improvements			
Use of high-quality rails (60 kg) (km)	57,450 km	1.43 Lakh km	More than 2 times
Longer Rail Panels (260 m) (km)	9,917 km	77,522 km	Nearly 8 times
Electronic Interlocking (Stations)	837 Stations	3,691 Stations	More than 4 times
Fog Pass Safety Devices (nos.)	As on 31.03.14: 90 nos.	As on 31.03.25: 25,939	288 times
Thick Web Switches (nos.)	Nil	28,301 Nos.	
Better Maintenance Practices			
Primary Rail Renewal (Tkm)	32,260 km	49,941 km	1.5 times
USFD (Ultra Sonic Flaw detection) Testing of Welds (nos.)	79.43 lakh	2 crore	More than 2 times
Weld failures (nos.)	In 2013-14: 3699 nos.	In 2024-25: 370 nos.	90% reduction
Rail fractures (nos.)	In 2013-14: 2548 nos.	In 2024-25: 289 nos.	More than 88% reduction
Better Infrastructure and Rolling Stock			
New Track KM added (Tkm)	14,985 nos.	34,428 km	More than 2 times
Flyovers (RoBs)/Underpasses (RuBs)	4148 nos.	13,808 nos.	More than 3 times
Unmanned Level Crossings (nos.) on BG	As on 31.03.14: 8948	As on 31.03.24: Nil (All eliminated by 31.01.19)	Removed
Manufacture of LHB Coaches (nos.)	2337 Nos.	42,677	More than 18 times

Further, the following steps are being taken in coordination with other stakeholders to control the rush at stations:

- Coordination with GRP/State Police and concerned railway departments are made for ensuring crowd management.
- Government Railway Police (GRP) and Railway Protection Force (RPF) staff are deployed at sensitive locations to regulate crowd smoothly during the heavy rush period and render real time assistance to passengers.
- GRP and RPF staff are deployed at Foot over Bridges to regulate crowd smoothly in order to avoid stampede like situation during the heavy rush period and render real time assistance to passengers.
- Intelligence units (Crime Intelligence Branch (CIB)/Special Intelligence Branch (SIB)) and plain cloth staff are deployed for collection of information about rush and accordingly arrangements are made in coordination with the GRP/Police.■

Indian Railways Launches Special Diwali–Chhath Package with 20% Discount on Return Travel

In order to avoid rush, ensure hassle-free booking, as well as to facilitate passengers and redistribute the peak traffic for larger range during peak festival seasons and ensure utilisation of trains in both directions, including special trains, it has been decided to formulate an experimental scheme named the Round Trip Package for festival rush at a discounted fare. This scheme will be applicable for those passengers who chooses their return journey during the prescribed period as detailed below:

- Under this scheme, rebates shall be applicable when bookings are made for both onward and return journey for the same set of passengers. Passenger details of return journey will be same as those of the onward journey.
- Booking start date shall be 14th August, 2025 for the ARP date of 13th October, 2025. Onward ticket shall be booked first for the train start date between 13th October, 2025 and 26th October, 2025 and subsequently return journey ticket shall be booked by using connecting journey feature for the train start date between 17th November and 1st December, 2025. Advance reservation period will not be applicable for booking of return journey.
- The above booking shall be permissible only for confirmed tickets in both directions.
- Total rebates of 20% shall be granted on the base fare of the return journey only.
- Booking under this scheme shall be for the same class and same O-D pair for both onward and return journey.



- No refund of fare shall be permissible for the tickets booked under this scheme.
- The above scheme shall be allowed for all classes and in all trains including special trains (Trains on demand) except trains having flexi fare.
- No modification will be allowed on these tickets in either journey.
- No discounts, Rail travel coupons, Voucher based bookings, Passes or PTOs etc. shall be admissible for return journey booking on concessional fare.
- Both onward and return journey tickets must be booked using the same mode either:

  Internet (online) booking, or

  Counter booking at reservation offices.
- No additional fare collection will be done, if any disccrepancy arises during charting for these PNRs.■

IRCTC Monitors Daily Service of 16.5 Lakh Meals While Penalising Lapses Worth ₹13.2 crore

With the objective of bringing about improvement in quality and hygiene of food in trains, Ministry of Railways issued instructions vide Commercial Circular No. 24 of 2023. It is envisaged to award contracts for clusters of trains in place of individual trains. Emphasis has been placed on infrastructure development and establishing end-to-end accountability of food production and services onboard.

IRCTC formed route-wise clusters of trains along with identified locations for commissioning of Base Kitchens for supply of meals in trains under the framework of existing policy guidelines. Contracts of clusters of trains have been awarded by IRCTC through a transparent process to the highest bidders, as per the terms and conditions stipulated in the tender documents. Robust monitoring systems and compliance measures have been put in place by IRCTC to ensure contractors comply with tender conditions and to prevent any unethical practices or unfair advantages to any contractor.

A total of 24 bidders participated in the tenders for clusters of trains floated by IRCTC, out of which 20 entities have been awarded contracts by IRCTC. No contract was awarded by IRCTC in contradiction with the tender conditions. The details of Letters of Award (LOA), issued to multiple service providers, are published on the website of IRCTC. None of the successful bidders has received 80% of the Cluster A contracts awarded till date.

Receipt of representations, suggestions, grievances, complaints etc. from stakeholders, elected representatives, catering associations and individuals by the Railways at various levels is a continuous and dynamic process. These concerns are examined on their merits and necessary actions are taken accordingly. In 2024-25, ₹13.2 crore of penalties were imposed based on complaints received by IRCTC. Further, complaints are continuously monitored on RailMadad Portal.

On an average, 16.5 lakh meals are served per day on the Indian Railways' network. It is the endeavour of Indian Railways to ensure smooth and uninterrupted services of such a large volume of meals to passengers. Necessary measures are accordingly put in place from time to time to improve overall services to passengers.

To ensure services upgrades, various provisions have been made in the circular which inter alia include instructions regarding qualification and training of staff to be deployed for managing catering services. It has been mandated to deploy Hotel management graduates to supervise and monitor these services. Accordingly, Degree/ Diploma Hospitality Monitors are engaged by IRCTC/contractors: 819 are deployed in multiple kitchens for monitoring the kitchen operations and 876 are deployed in trains for monitoring on-board catering services.



Railways Strengthens 73 Stations with Permanent Holding Areas and Crowd Measures

Indian Railways has planned the following actions to handle the heavy rush of passengers at stations:

Dedicated Holding Areas at Identified Stations

- During the festival season of 2024, holding areas were created outside stations. These waiting areas were able to hold large crowds at Surat, Udhna, Patna and New Delhi railway stations. Passengers were allowed to enter only when the train arrived at the platform.
- Similar arrangements were made during Mahakumbh at nine stations in the Prayag areas.
- Based on the experience of these stations, it has been decided to create permanent waiting areas outside stations at 73 stations across the country, which periodically face heavy crowds. Crowd build up will be controlled within the waiting area. Passengers will be allowed to go to platforms only when the trains arrive at the platform. This will decongest the platforms.
- Pilot projects have started at New Delhi, Anand Vihar, Varanasi, Ayodhya and Ghaziabad railway stations.

Pilot Projects at New Delhi, Anand Vihar, Varanasi, Ayodhya and Ghaziabad set stage for permanent holding areas, wider FoBs, enhanced surveillance and staff coordination across these stations

Ticket-based Access Control

- Complete access control will be initiated at the 73 identified stations.
- Passengers with confirmed reserved tickets will be given direct access to the platforms.
- Passengers without a ticket or with a waiting list ticket will wait in the outside waiting area.
- All unauthorised entry points will be sealed.

Expanded Foot over Bridges

- Two new designs of 12 meter wide (40 feet) and 6 meter wide (20 feet) standard FoB have been developed. These wide FoBs with ramps were very effective in crowd management during Mahakumbh. These new standard wide FoBs will be installed in all stations.

24/7 Platform Surveillance

- Cameras helped crowd management in a big way during Mahakumbh. CCTV cameras at Railway stations and adjoining areas will aid close monitoring and management of crowds at railway stations.

Operational War Rooms

- War rooms at large stations will be developed. Officers of all departments will work in the war room during crowd situations.

Real-Time Staff Coordination Systems

- Latest design digital communication equipment like walkie-talkies, announcement systems and calling systems will be installed on all heavy crowd stations.

Modern ID Cards For Staff Verification

- All staff and service persons will be given a new design ID card so that only authorised persons can enter the station.

New Staff Uniforms For Visibility

- All staff members will be given new design uniforms so that they can be easily identified during a crisis situation.

Station Director Given Financial Authority

- All major stations will have a senior officer as Station Director. All other departments will report to the Station Director.
- The Station Director she/he will get financial empowerment so that she/he can take on-the-spot decisions for improving the station.

Tickets Based on Train and Station Capacity

- Station Director will be empowered to control the sale of tickets as per the capacity of the station and the available trains.

Further, the following steps are being taken in coordination with other stakeholders to control the rush at stations:

- Coordination with GRP/State Police and concerned railway departments is made for ensuring crowd management.
- Government Railway Police (GRP) and Railway Protection Force (RPF) staff are deployed at sensitive locations to regulate crowd smoothly during the heavy rush period and provide real time assistance to passengers.
- GRP and RPF staff are deployed at Foot over Bridges to regulate crowds smoothly in order to avoid stampede like situation during the heavy rush period and render real time assistance to passengers.
- Intelligence units (Crime Intelligence Branch (CIB)/Special Intelligence Branch (SIB)) and plain cloth staff are deployed for collection of information about rush and accordingly arrangements are made in cordination with GRP/Police.■



Minister of Railways Reviews Holding Area Work at NDLS



Ashwini Vaishnaw, Railway Minister, reached New Delhi station on 29th August, 2025, to attend an official programme. As part of the visit, he assessed the progress of the holding area being developed in the station premises and instructed officers present to complete the project quickly.

The permanent holding area is being built towards the Ajmeri Gate side of New Delhi Railway Station to ensure smooth management of passengers during festivals, when passenger crowds increase.

The holding area will be divided into three functional zones:

- **Pre Ticketing Area (1950 sq m):** This space can accommodate approx. 2700 passengers during rush hours.
- **Ticketing Area (2288 sq m):** It can accommodate 3100 passengers for smooth passenger movement.
- **Post Ticketing Area (1570 sq m):** It can accommodate around 1350 passengers, providing sufficient space for queuing, security checks and luggage scanning.

The following facilities shall be available to passengers in this dedicated holding area: 22 ticket counters, 2 toilet blocks, a public address system, an electronic display board for information, AI-based surveillance cameras, luggage scanners, signage for passengers guidance and integration with metro connectivity.

Currently, the work on this holding area is in progress. While constructing it, many challenging tasks like shifting of ATM counters, two electric high masts, prepaid taxi stand, Police cabin and removing two mobile towers are being done.■

Indian Railways Hit New Highs with 3.33 lakh Bio-toilets, 144 Vande Bharat and 14 Amrit Bharat Trains

Modern stations, superior safety and free safe drinking water showcase Railways' dedication to 720 crore travellers across the nation

To provide better amenities, the Ministry of Railways has launched the Amrit Bharat Station Scheme for the development of stations on a continuous basis with a long-term approach.

It involves preparation of master plans and their implementation in phases to improve amenities at the stations. These include:

- Improvement of station access and circulating areas.
- Improvement of station building.
- Improvement of waiting halls and toilets.
- Provision of lifts/escalators.
- Provision of platform surfacing and cover over platforms.
- Provision of better cleanliness.
- Provision of kiosks for local products through schemes like 'One Station One Product'.
- Multimodal integration.
- Amenities for Divyangjans.
- Better passenger information systems.
- Provision for executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages integrating the station with both sides of the city, sustainable and environment-friendly solutions, provision of ballast less tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under this scheme. Till now, phase-I works of 105 stations have been completed under this scheme.

The Ministry of Railways is committed to providing safe and potable drinking water facilities free of cost at all stations over Indian Railways as one of the minimum essential amenities. Indian Railways ensures ample water supply at railway stations by assessing expected consumption, making alternative arrangements for shortfalls and collaborating with municipalities, local water



tanker suppliers and other sources as needed. To ensure the quality of drinking water available at the railway stations, periodical checking and required corrective action are taken. Regular inspection and maintenance of drinking water facilities are carried out and complaints are attended to promptly.

Zero-Discharge Bio-Toilet System

To further improve cleanliness and hygiene by eliminating direct discharge of human waste onto Railway tracks, a zero-discharge bio-toilet system has been adopted by Indian Railways for coaches. The work has been taken up in mission mode by Indian Railways.

At present, all passenger-carrying mainline coaches equipped with toilets have been provisioned with bio-toilets.

The details of provision of bio-toilets (as on 30th June, 2025) are as under:

Period	No. of Bio-Toilets fitted
2004-14	9587 only
2014-25	3,33,191 (more than 34 times)

New Design Train Sets

Indian Railways is focused on providing affordable, good quality services to all sections of society. Railways has developed the following trains to provide good quality services

Vande Bharat: Speed Meets Safety

Indian Railways has introduced Vande Bharat services which are semi-high speed trains aimed at providing better travel experience and improved safety to the passengers. These services are equipped with enhanced safety features and modern passenger amenities such as:



- KAVACH system
- Faster acceleration
- Fully sealed gangway
- Automatic plug doors
- Better ride comfort
- Mini pantry with provision of hot case
- Bottle cooler
- Deep freezer and hot water boiler
- Reclining ergonomic seats
- Comfortable seating with revolving seats in executive class
- Mobile charging sockets for every seat
- Special lavatory for Divyangjan passengers in Driving Trailer Car (DTC)
- CCTVs etc.

As on 7th August 2025, 144 Vande Bharat train services are operational on the Broad Gauge (B.G.) electrified network of Indian Railways.

Amrit Bharat: Smart Travel for Families

To provide affordable means of transportation to the low and middle income families, Indian Railways has introduced Amrit Bharat services that are fully non-AC modern trains.



As on 7th August, 2025, 14 services are already in operation. The present composition of Amrit Bharat consists of 11 General Class coaches, eight Sleeper Class coaches, one Pantry car and two Luggage cum Divyangjan coaches.

High Speed and enhanced safety standards are the hallmarks of these trains with the following enhanced features and amenities:

- Better aesthetics of seats and berths with enhanced look and feel on the lines of Vande Bharat Sleeper.
- Jerk free semi-automatic couplers.
- Improved crashworthiness in coaches by provision of crash tube.
- Provision of CCTV system in all coaches and luggage room.
- Improved designs of toilets.
- Improved design of ladder for ease of climbing on to the berth.
- Improved LED light fitting and charging sockets.
- Provision of EP assisted braking system.
- Aerosol based fire suppression system in toilets and electrical cubicles.
- USB Type-A and Type-C mobile charging sockets.
- Emergency talk back system for two-way communication between passenger and guard/train manager.
- Non-AC pantry with enhanced heating capacity.
- Fully sealed gangways with quick release mechanism for easy attachment and detachment.

Namo Bharat: Suburban Travel Upgraded

Indian Railways has introduced Namo Bharat Rapid Rail services. These services aim to enhance the travel experience for suburban and regional commuters for short distance travel. At present, the following four Namo Bharat Rapid Rail services are in operation:

(i) 94801/02 Ahmedabad-Bhuj Namo Bharat Rapid Rail

(ii) 94803/04 Jaynagar-Patna Namo Bharat Rapid Rail

Prominent Features of Namo Bharat

- Centrally-controlled double leaf automatic sliding doors.
- CCTVs for safety and passenger surveillance.
- Mobile charging sockets, fire detection system.
- Continuous LED lighting with energy efficient lighting system.
- Emergency talk system.



- Modular interior with cushioned seats and sealed flexible gangway.
- FRP modular toilets with vacuum evacuation.
- Fully air-conditioned trains with driver cab AC.

Railways' New Benchmark: 80% Punctuality

Indian Railways makes all possible efforts to run trains on time. Based on assessments of factors affecting the punctual running of trains, remedial measures, both short term and long term, are taken, including capacity augmentation of rail network, up gradation of track and signalling system, removal of operational bottlenecks, yard remodeling etc. Due to the above measures, the overall punctuality of trains during FY 2025-26 has been about 80% with 27 Divisions having punctuality of more than 90%.

Catering Excellence: 16.5 Lakh Meals Daily

It is continuous endeavour of Indian Railways to make available adequate catering facilities at the Stations to cater to the demands of passengers. Provision of Catering services at the stations is made through static catering units, viz. Jan Ahaar, Refreshment Room, Food Plazas, Fast Food unit and Catering/Vending Stalls.

Affordable and economy meals are made available to passengers at stations through static units and dedicated service counters placed at platforms.

On an average, 16.5 lakh meals are served per day on the Indian Railways' network. The number of grievances related to quality of food served is on an average about 46 per day only, which is 0.003% of total meals served per day.

It is the endeavour of Indian Railways to ensure smooth and uninterrupted services of such a large volume of meals to passengers. Necessary measures are accordingly put in place from time to time to improve overall services.

A number of representations, suggestions, grievances, complaints etc. are received from stakeholders such as elected representatives, catering associations, individuals etc. These concerns are examined on their merits and necessary actions are taken accordingly. In 2024-25, ₹13.2 crore of penalties were imposed on complaints received. Further, complaints are continuously monitored to provide better services.

Tickets Cost Just ₹55 for ₹100 Service

Indian Railways provides affordable transportation service to more than 720 crore passengers. The fare of Indian Railways is among the lowest in the world, even when compared with the neighbouring countries.

The total amount of subsidy given in FY 2023-24 on passenger travel is provisionally estimated at ₹60,466 crore.

This amounts to 45% subsidy on the cost of passenger travel. In other words, if the cost of providing service is ₹100, then the price of ticket is ₹55 only. This subsidy continues for all passengers. Further, concessions beyond this subsidy are available for many categories of persons with disabilities (Divyangjans), 11 categories of patients and 8 categories of students.

The subsidy was ₹31,049 crore in FY 2013-14. The amount of subsidy has almost doubled between 2013-14 and 2023-24.

Fares have been rationalised w.e.f. 1st July, 2025 after a gap of more than 5 years. The increase in fares is very low, ranging from half a paise per km to two paise per km for premium classes.

To maintain affordability for low and middle income families, the fares for MST and Suburban travel have not been revised. Further, the fare revision is likely to have an insignificant impact on the total amount of subsidy because the revision ranges from half paise to 2 paise only per kilometer of travel.

It is estimated that less than half the trips will have a marginal increase in fare. For example, for a low-income traveller in General Coaches, there is no fare increase for 500 km travel.

The above measures have resulted in increased passenger satisfaction. With focus on operational efficiency, modernisation and digitisation Indian Railways aims to maintain affordable passenger fares while improving quality of services to rail users.■

North East Rails Get a Mega Infrastructure Makeover with 12 Projects and ₹69,000 crore Investment

Minister of Railways informed Lok Sabha that funding and planning under PM Gati Shakti NMP accelerated rail development across the region, with 17 surveys covering nearly 1800 km

To augment and increase line capacity of rail network situated in North East Region, 12 Railway projects (8 New Lines, 4 Doubling), of total length of 777 km, costing ₹69,342 crore falling fully/partly in North Eastern Region (NER) have been sanctioned, out of which 278 km length has been commissioned and an expenditure of ₹41,676 crore has been incurred up to March 2025.

The status of work is summarized as under:

Category	No. of projects	Total Length (in km)	Length Commissioned (in km)	Expenditure upto March, 2024 (₹ in Cr.)
New Lines	8	448	113	38,078
Doubling	4	329	165	3698
Total	**12**	**777**	**278**	**41,676**

Average Budget allocation for Infrastructure projects and other works, falling fully/ partly in North Eastern Region (NER) is as under:

Period	Outlay
2009-14	₹2122 crore/year
2025-26	₹10,440 crore (about 5 times)

Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in North Eastern Region (NER) during 2009-14 and 2014-2025 is as under:

Period	New Track Commissioned	Average Commissioning of New Tracks
2009-14	333 km	66.6 km/year
2014-25	1840 km	167.27 km/year (about 3 times)



Projects commissioned falling fully/partly in North East Region since 2014, are as under:

Project	Cost (₹ in crore)
Bogibeel Bridge (92 km)	5820
Agartala-Sabroom (112 km) New Line	3170
Agartala-Akaura (5 km) New Line	865
Rangiya-Murkongselek (510 km) Gauge Conversion	3019
Kumarghat-Agartala (109 km) Gauge Conversion	1242
Katakhal–Bharabi (84 km) Gauge Conversion	348
Lumding-Badarpur- Silchar and Badarpur- Kumarghat (412 km) Gauge Conversion	673
Lumding-Hojai (45 km) Doubling	410
Digaru-Hojai (102 km) Doubling	1873
New Bongaigaon-Agthori (143 km) Doubling	2048

Some of the main projects falling fully/partly in the North East Region which have been taken up are as under:

Name of Project	Cost (₹ in crore)
Jiribam-Imphal (111 km) New Line	18,562
Dimapur-Kohima (82 km) New Line	6911
Bhairabi-Sairang (51 km) New Line	5521
Murkongselek-Pasighat (27 km) New Line	980
New Bongaigaon-Goalpara-Guwahati (Kamakhaya) (176 km) Doubling	2950
Saraighat Bridge (7 km) Doubling	1478
Aluabari-Thakurganj (20 km) Doublng	327
Aluabari-New Jalpaiguri (57 km) 3rd and 4th Line	1786

Further, during the last three years i.e. FY 2022-23, 2023-24, 2024-25 and the current FY, 17 surveys (13 New Line and 4 Doubling) of total length 1790 km. falling fully/ partly in the North East Region have been sanctioned under PM Gati Shakti NMP. Some important surveys are as below:

Name of Project	Length (in km)
Zubza-Imphal New Line	150
Lanka - Silchar via Chandranathpur New Line	208
Sairang-Hbichhuah (Mizoram) New Line	223
Agthori-Dekargaon New Line	130
Tejpur-Silghat New Line	40
Chandranathpur-Agartala Doubling	244
Guwahati-Lumding 3rd line	181
New Jalpaiguri-Kamakhya 3rd and 4th Line	421
Katihar- Aluabari 3rd and 4th Line	145

After firming up of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals i.e. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Similarly, to augment and increase line capacity of rail network situated in North Eastern Railway, as on 1st April, 2025, total 17 Railway infrastructure projects (8 New Line, 1 Gauge Conversion and 8 Doubling), of total length of 1,253 km, costing ₹20,466 crore on North Eastern Railway are sanctioned, out of which 354 km length has been commissioned and an expenditure of ₹10,486 crore has been incurred up to March 2025. The summary is as under:

Category	No. of Sanctioned Projects	Total Length (in km)	Length Commissioned (in km)	Total Expenditure upto March 2025 (in Cr.)
New Line	8	656	48	4042
Gauge Conversion	1	56	0	260
Doubling / Multitracking	8	541	306	6184
Total	**17**	**1253**	**354**	**10,486**

Details of some of the recently completed projects on North Eastern Railway are as under:

Name of Project	Latest Cost (Cr.)
Ghazipur city-Tarighat new line (17 km)	1766
Indara-Dohrighat gauge conversion (34 km)	213
Lucknow-Pilibhit gauge conversion (263 km)	1634
Ballia-Gazipur city doubling (65 km)	650
Aunrihar-Jaunpur doubling (60 km)	405
Malhaur-Daliganj doubling (13 km)	183
Rosa-Sitapur Cantt-Burhwal doubling (181 km)	2094
Varanasi-Madhosingh-Allahabad doubling (120 km)	2018
Aishbagh-Manaknagar doubling (4 km)	82

Some of the main projects on North Eastern Railway, which have been taken up, are as under:

Name of Projects	Cost (in Cr.)
Anandnagar - Ghughuli via Maharajganj new line (53 km)	958
Etah – Kasganj new line (29 km)	389
Gorakhpur Cantt – Valmiki Nagar Doubling (96 km)	1121
Barabanki-Burhwal 3rd line (27 km)	426
Mankapur-Tikri doubling (28 km)	280

Total 46 surveys (5 New Line, 2 Gauge Conversion and 39 Doubling), of total length of 1878 km on North Eastern Railway, have been sanctioned during the last three years (FY 2022-2023, 2023-2024, 2024-2025) and current financial year.

Completion of Railway projects 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 projects site, number of working months in a year for particular project site etc. All these factors affect the completion time and cost of the projects.■

Mumbai-Ahmedabad Bullet Train Project
17 Of 21 Gujarat Bridges Complete With Vishwamitri Bridge

The bridge over the Vishwamitri River, Vadodara district, Gujarat, has been completed for the Mumbai-Ahmedabad Bullet Train project.

This is the 17th river bridge completed out of the planned 21 river bridges in the state for the project.

This bridge is located adjacent to the Vadodara Surat main line of Western Railways and spans 80 metres. It comprises three piers, one of which is positioned in the river stream and other two on the river banks (one on each side).

Passing through the urban landscape of Vadodara, this bridge serves as a critical infrastructure component in Vadodara district, which is one of the busiest urban centres. Constructing a bridge passing through the city required exceptional planning, coordination with the Vadodara Municipal Corporation and other local authorities.

The Bullet Train alignment crosses/meanders across the Vishwamitri river at nine different locations in and around Vadodara. In addition to the main river bridge, three out of the remaining eight crossings have already been completed, while construction work is currently underway at the other crossings.

The Bridge's Salient Features

Length: 80 metres

Consists of two spans of 40 metres each, constructed using the Span-by-Span method

Height of pier: 26 to 29.5 m

Consists of three circular piers of 5.5 m diameter

Each pier is laid on 12 piles of 1.8 m diameter and a length of up to 53 m

This river is around 3 km from Vadodara Bullet Train station

Another river bridge completed in Vadodara district is over the Dhadhar River (120 m)

Additional Information:

Mumbai-Ahmedabad Bullet Train corridor features 25 river bridges, 21 of which are in Gujarat and four in Maharashtra.

Out of the 21 river bridges planned in Gujarat, 17 have been completed on rivers i.e. Par (Valsad), Purna (Navsari), Mindhola (Navsari), Ambika (Navsari), Auranga (Valsad), Venganiya (Navsari), Mohar (Kheda), Dhadhar (Vadodara), Kolak (Valsad), Vatrak (Kheda), Kaveri (Navsari), Kharera (Navsari), Meshwa (Kheda), Kim (Surat), Darotha (Valsad), Daman Ganga (Valsad) and Vishwamitri (Vadodara).■

IR to Commemorate 350th Martyrdom Day of Guru Tegh Bahadur Ji to Aware The Younger Generation About His Teachings and Sacrifices



Ravneet Singh, MoSR, along with prominent Sikh leaders at a high-level meeting held in Rail Bhawan, New Delhi

Indian Railways, under the guidance of Narendra Modi, Prime Minister is set to commemorate the 350th martyrdom day of Guru Tegh Bahadur Ji in a respectful manner. Addressing a high-level meeting held on 29th August, 2025, at the Rail Bhawan in New Delhi, Ravneet Singh, Minister of State for Railways said Indian Railways welcomes the suggestions of leaders from various Sikh institutions for this historic event. The initiative marks a historic collaboration between Indian Railways and the Sikh community to honour the legacy of Guru Tegh Bahadur Ji, the ninth Sikh Guru.

For the first time, a dedicated meeting was held at Rail Bhawan discussed the requirements and suggestions from all major Sikh organisations for the upcoming Shatabdi (centenary) commemorations.

Key Discussions

The key points discussed were: Display of Guru Tegh Bahadur Ji's Shlokas at all railway stations and on trains across India. Special commemorative trains from different locations during the Shatabdi period. Installation of Punjabi signboards at all railway stations in Haryana, Patna and Hazur Sahib. Enhanced cleanliness and hygiene on trains such as the Sachkhand Express. Improvement of facilities on all pilgrimage (Yatra) trains and increased connectivity to major Sikh pilgrimage destinations, especially Delhi. Proposals to rename Delhi Railway Station as Guru Tegh Bahadur Railway Station. Daily train services to Takht Sri Patna Sahib with pantry car facilities and better infrastructure at Patna Sahib station. Improved hygiene at pilgrimage stations and better accessibility to Patna Sahib via the Vande Bharat Express. Launch of a special train connecting the Five Takhts for three months. Increased train stoppages at key locations like Karnal and Kurukshetra. Enhanced connectivity to Hazoor Sahib and other Takhts through modern trains such as the Vande Bharat and Amrit Bharat Express.

Satish Kumar, Chairman, Railway Board assured that Indian Railways would give due consideration to the suggestions and take appropriate steps to ensure the success of the Shatabdi commemorations. The meeting was attended by prominent Sikh leaders and representatives, including Cabinet Minister S. Manjinder Singh Sirsa, Shiromani Gurdwara Prabandhak Committee General Secretary S. Gurcharan Grewal, Takht Sri Patna Sahib President S. Jagjot Singh Sohi, Haryana Sikh Gurdwara Prabandhak Committee President S. Jagdish Singh Jhinda, Hazoor Sahib Gurdwara Prabandhak Committee Administrator Dr. Vijay Satbir Singh, Former Rajya Sabha MP, S. Tarlochan Singh, World Punjabi Organisation President S. Vikramjit Singh Sahney.

Senior Railway officials who attended the meeting were Member (Infra) Naveen Gulati, Member (MoBD) Hitendra Malhotra, NR, GM, Ashok Kumar Verma, IRCTC CMD Sanjay Kumar Jain.

Railway Board, Chairman reviews Bairabi–Sairang Rail Line

Satish Kumar, Chairman and CEO of the Railway Board, met Mizoram Chief Minister Lal Duhoma in Aizawl to discuss the state's future railway projects on 26th August, 2025. During his visit, he inspected the Bairabi–Sairang rail line, which will soon connect Aizawl to the national railway network for the first time. The project is a major step towards improving connectivity in the Northeast, and it is expected to boost trade, tourism, and regional development. Officials noted that once passenger services begin, they will significantly ease travel for residents and enhance the movement of goods.



The line is seen as a milestone in Mizoram's transport infrastructure.■

Railway Board CEO Reviews Bullet Train, High-Speed Rail Project In Ahmedabad



Satish Kumar, Chairman and CEO, Railway Board reviewed ongoing railway projects in Gujarat during a meeting held in Ahmedabad on 25th August, 2025. The session was attended by the General Manager of Western Railway and senior officials, who presented updates on key works. Shri Kumar emphasised timely completion and close monitoring of progress. Later, he also inspected the Mumbai–Ahmedabad High-Speed Rail project site, taking note of the construction activities. He urged the project team to maintain high standards of quality while expediting the work, highlighting the project's importance for future rail connectivity in the region.■

Ministry of Railways has played a vital role in the Special Campaign 5.0

The Ministry of Railways has played a vital role in the Special Campaign since 2021.

As Special Campaign 5.0 begins on 2nd October, 2025, Chairman and CEO, Railway Board met with the Secretary, DARPG, at Rail Bhawan to plan for its continued success this year.■



79th Independence Day Eve: Railways Staff Join Har Ghar Tiranga with Full Enthusiasm



On the eve of 79th Independence Day, Satish Kumar, Chairman and CEO of Railway Board, Board members, the Secretary of the Railway Board and other officers and staff of the Railway Board participated with the national flag in the 'Har Ghar Tiranga' event held at Rail Bhawan

On the eve of 79th Independence Day, Satish Kumar, Chairman and CEO of Railway Board, Board members, the Secretary of the Railway Board and other officers and staff of the Railway Board participated with the national flag in the 'Har Ghar Tiranga' event held at Rail Bhawan on 14th August, 2025. The national flag was distributed among Railway staff members. Mass participation was observed among Railway employees in the 'Har Ghar Tiranga' campaign.



Railway and RPF officials proudly carrying the national flag while participating in a grand Tiranga Yatra at Srinagar Railway Station.

'Har Ghar Tiranga' is a campaign launched under the aegis of Azadi Ka Amrit Mahotsav to encourage citizens to bring the Tiranga home and hoist it in celebration of India's independence. The initiative emerged from the idea that our connection with the National Flag has traditionally been formal and institutional rather than personal. Bringing the flag home serves as a symbolic act of personal association with the Tiranga and reflects our shared commitment to nation-building. The campaign aims to inspire patriotism and raise awareness about the Indian National Flag among the people.



Indian Railways has joined the 79th Independence Day celebrations with great enthusiasm and joy. Prominent railway stations, offices, buildings and residential colonies are adorned with the National Flag and illuminated in tricolour lighting. Station buildings are tastefully decorated and iconic railway bridges proudly display the National Flag, adding to the patriotic spirit. Various programmes, like Tiranga Yatra and quiz competitions, were organised on the day.

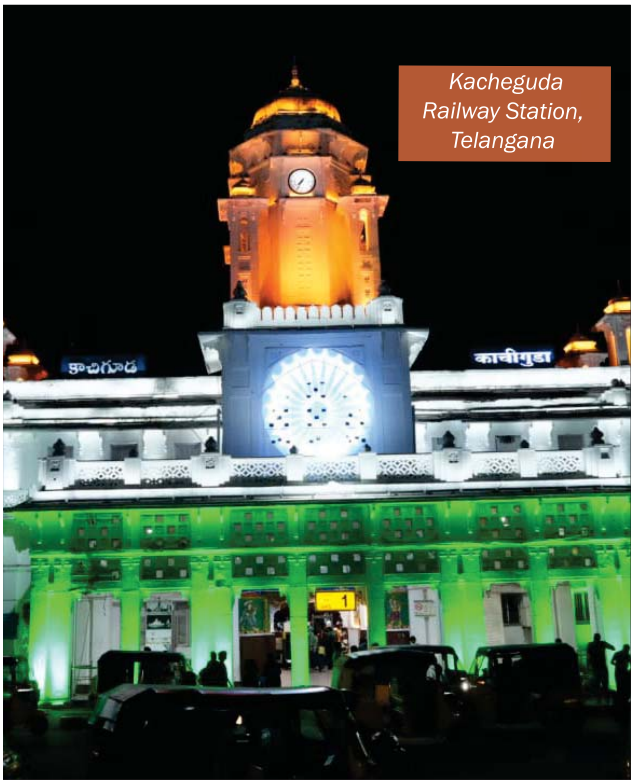
Indian Railways Joined the Celebrations of

Indian Railways joined the celebrations of 79th Independence Day with fervour and gaiety. All prominent Railway stations and Railway offices were decorated and illuminated with tricolour lighting. The iconic Railway bridges were also illuminated with tricolour lighting.

Mass participation was observed by Railway employees in the 'Har Ghar Tiranga' programme.



Railway Board, New Delhi



Kacheguda Railway Station, Telangana

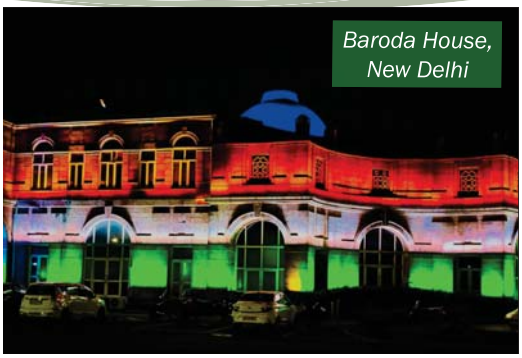


Chenab Bridge, J&K



Chhatrapati Shivaji Maharaj Terminus, Maharashtra

Independence Day with Fervour and Gaiety


Baroda House, New Delhi



Banaras Locomotive Works, Uttar Pradesh


Asansol Jn., West Bengal



Gorakhpur Jn.



Sealdah, West Bengal



South Western Railway Headquarters, Rail Soudha

Major Milestone: Kashmir Valley Linked to National Freight Network for the First Time

In a historic first, a freight train from Rupnagar, Punjab, has reached Anantnag Goods Shed, connecting the Kashmir Valley to the national freight network. The arrival of the freight train, carrying cement, is set to accelerate infrastructure projects and improve living standards for the people of Kashmir.

The inaugural freight train was loaded with 21 BCN wagons of cement. The journey, spanning approximately 600 km, culminated at the newly commissioned Anantnag Goods Shed today in less than 18 hours. This event marks the first-ever cement loading specifically for this facility, underscoring its readiness to support a new era of logistical and economic growth in the Kashmir region. The cement transported on this train will be used for crucial projects, including the construction of roads, bridges, public infrastructure and residential housing in the Kashmir Valley.

The logistics for this groundbreaking journey were executed with precision. An indent was placed with Northern Railway at 23:14 hrs on 7th August, 2025, with the rake placement occurring at 09:40 hrs the following day. Loading was completed by 18:10 hrs on 8th August, 2025, with the train departing from the Gujarat Ambuja Cement Limited (GACL) facility in Rupnagar, Punjab at 18:55 hrs. The freight was hauled by an electric WAG-9 locomotive (Loco No. 32177, TKD, Trip 08/09), highlighting the modern capabilities of the national railway network.

The arrival of this first freight train is not just a logistical achievement but a powerful symbol of progress and integration, paving the way for a more connected and prosperous Kashmir Valley.

Kashmir Freight Link 'A Great Day for Connectivity': Prime Minister



Narendra Modi, Prime Minister, lauded the arrival of the first freight train to the Kashmir Valley, marking a significant milestone in connecting the region to the national freight network. Responding to a post by Ashwini Vaishnaw, Minister of Railways he said that the development will enhance both progress and prosperity in Jammu and Kashmir.

Taking to X (formerly Twitter), the PM posted: 'Great day for commerce and connectivity in Jammu and Kashmir! It will enhance both progress and prosperity.'



Freight Train on Anji Bridge

Ministry of Railways and NTPC Convenes a National Conference on Fly Ash Utilisation and Transportation

The Ministry of Railways and NTPC convened a National Conference on Fly Ash Utilisation and Transportation on 25th August, 2025 at the Power Management Institute in Noida. The event brought together fly ash generators, users, transporters and policymakers to discuss and formulate strategies for sustainable fly ash management in India.

In 2024-25, India generated 340.11 million tonnes of fly ash, of which 332.63 million tonnes were successfully utilised. The Railways is not only offering a green and sustainable mode of transportation but also providing an economical option through attractive freight concessions. With significant potential for expansion, the Railways is poised to play an even greater role in this national mission.

During the year 2024-25, 32% of the total fly ash generated was used in the construction of roads and flyovers, followed by 27% utilized within the cement industry and 14% in the manufacturing of bricks and tiles (NTPC, 2025). Backfilling and mine filling accounted for approximately 11% and 10%, respectively. The agricultural sector and ready-mix concrete (RMC) recorded the usage ranging between 1% and 2%.





The conference held added significance in the context of government policies mandating and promoting the use of fly ash in cement manufacturing, road construction, mine backfilling, brick production and other building materials. These initiatives reflect India's commitment to the principles of a circular economy, cost efficiency and environmental sustainability.

Fly ash, a major by-product of thermal power generation, presents both a challenge and an opportunity. While it requires safe and sustainable handling, it also offers significant potential as a valuable resource for the infrastructure and industrial sectors. Railways in collaboration with NTPC and other key stakeholders, remains committed to developing innovative solutions for the large-scale transportation and effective utilisation of fly ash. The conference marked a significant step toward fostering partnerships, sharing insights and charting a comprehensive roadmap for sustainable fly ash utilization across the country. The deliberations are expected to result in actionable strategies that support cleaner, greener and more resource-efficient growth.

The event was organised under the leadership of Dr. Manoj Singh, Additional Member (Marketing & Business Development), MR alongwith Ghanshyam Prasad, Chairperson, Central Electricity Authority, Ministry of Power; Hitendra Malhotra, (MoBD), Ministry of Railways; Gurdeep Singh, Chairman and MD, NTPC and Piyush Singh, Additional Secretary, Ministry of Power.■

Hon'ble President Honours 17 RPF/RPSF Personnel with Distinguished and Meritorious Medals

On the occasion of Independence Day 2025, the Hon'ble President of India awarded the President's Medal for Distinguished Service (PSM) and the Medal for Meritorious Service (MSM) to the following Officers and staff of RPF/RPSF:



PSM Recipients

- G. Madhusudana Rao, Divisional Security Commissioner, South Central Railway
- K. Rajagopala Reddy, Assistant Security Commissioner, South Central Railway

MSM Recipients

- Rajeev Kumar Yadav, IG cum Principal Chief Security Commissioner, West Central Railway
- Shashi Kumar, Deputy Inspector General, Railway Protection Special Force
- Anil Kumar Pandey, Assistant Security Commissioner, JR RPF Academy
- Vijay Shankar Singh, Assistant Commandant, 10BN/Railway Protection Special Force
- Subhash Chand, Inspector, 6BN/Railway Protection Special Force
- L. Ramana, Sub-Inspector, East Coast Railway
- M.K. Chandra Mohan, Sub-Inspector, East Coast Railway
- Rishi Kumar Shukla, Sub-Inspector (Driver), 7BN/Railway Protection Special Force
- Anil Kumar, Sub-Inspector, Northern Railway
- Shyamalendu Bhushan Chanda, Assistant Sub-Inspector, Eastern Railway
- Krishan Kumar, Assistant Sub-Inspector (Driver), 6BN/Railway Protection Special Force
- Mahender Kumar, Assistant Sub-Inspector, JJR RPF Academy
- Rajeev Kumar Vashishtha, Assistant Sub-Inspector, Northern Railway
- Ramraj Singh, Head Constable, West Central Railway
- Amit Kumar Malick, Head Constable, Eastern Railway.

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Sonali Mishra, IPS, Assumes Charge as Director General, Railway Protection Force



The Railway Protection Force (RPF) welcomes Sonali Mishra, IPS (1993 batch, Madhya Pradesh cadre) as the new Director General of RPF, marking a historic first in the 143 years journey of the Force. The Appointments Committee of the Cabinet approved her appointment as DG/RPF until her superannuation on 31st October, 2026.

An officer known for her professionalism, dedication and leadership across key policing roles, Mishra brings over three decades of distinguished service to the post. Prior to this assignment, she served as Additional Director General of Police (Selection/Recruitment) with additional charge of ADG, Police Training & Research Institute, Bhopal and Director of the Madhya Pradesh Police Academy, Bhopal.

She has also served in the CBI, BSF and gained international exposure by serving with the United Nations Peacekeeping Mission in Kosovo.

She has been honoured with prestigious awards including the President's Police Medal for Distinguished Service and the Police Medal for Meritorious Service in recognition of her commitment to excellence and professionalism.

The Railway Protection Force, mandated with the security of railway property, passenger safety and crime prevention across one of the world's largest rail networks, stands to benefit from her visionary and inclusive leadership.

Her extensive experience across state and central police organizations is expected to bring renewed momentum to modernisation, capacity building and community engagement within the Force. In particular, her focus will be on strengthening RPF's initiatives in leveraging cutting-edge technology and enhancing its role in preventing organised crime such as human trafficking and crimes against vulnerable passengers.

On assuming charge, Mishra expressed gratitude for the opportunity to serve and reaffirmed her commitment to upholding the values of vigilance, courage and service that define the RPF's motto 'Yasho Labhasva'. The Force proudly welcomes its new leader and looks forward to achieving new milestones under her stewardship.

ECR Creates History with India's Longest 4.5 km Freight Train 'Rudrastra'

The Pandit Deen Dayal Upadhyay (DDU) Division of East Central Railway made history on 7th August, 2025, by successfully running India's longest freight train, named Rudrastra, a 4.5-km-long freight train. This marks a major step forward in freight capacity and operational efficiency.

The train was formed by combining six empty BOXN rakes with 354 wagons and powered by seven locomotives. It departed from Ganjkhwaja station at 2:20 pm and covered 200 km to reach Garhwa Road, maintaining an average speed of 40 km/hour.

Rudrastra ran on the Dedicated Freight Corridor (DFC) between Ganjkhwaja and Sonnagar and then continued on Indian Railways' regular tracks towards Garhwa Road. The operation demonstrated seamless coordination, precise planning and high technical efficiency.

The DDU Division, an important freight hub of Indian Railways, plays a vital role in supplying empty rakes to Dhanbad Division for loading coal and other goods. Ganjkhwaja station, in particular, serves as a key centre for inspection, repair and wagon preparation for onward movement, ensuring timely freight operations.

Rudrastra's successful operation reflects the division's efficiency, strong management and



innovative approach. Operating such a long train not only saves time and resources but also frees up valuable paths on the network. Had these six rakes been moved separately, they would have required six different train slots and multiple crew teams. By moving them as one, Indian Railways achieved significant time savings and created additional capacity for other trains.

Railway officials noted that this experiment will enhance both the speed and volume of freight operations in the future. It will help reduce congestion, improve turnaround time and boost overall freight movement across the network.

With 'Rudrastra', the DDU Division has once again proven its leadership in freight operations, setting an example for efficiency and innovation in IR.

Kind Attention

AUTHORS/WRITERS contributing articles for the magazine are requested to restrict their articles to a reasonable size. Ideally an article should not exceed 1000 WORDS.

In view of the space constraints of the magazine, sometimes it becomes difficult to include longer articles. All are requested to appreciate our problem and co-operate.

editorindianrailways@gmail.com

Western Railway's *NAMASTE ABHIYAN*
A New Era of Respectful and Accountable Ticket Checking

Western Railway's Mumbai Central Division has launched a thoughtful and ethically grounded initiative: the NAMASTE Abhiyan, short for 'NAMrata Aur Strong Ticket Examination.' The campaign is a philosophy that merges humility, with ensuring rule enforcement with dignity and empathy. At the heart of the initiative lies a deep commitment to values such as dignity, safety, public interest, empathy and accountability. The Abhiyan aims to restore confidence among ticket checking staff, safeguard their rights and enhance the overall passenger experience.

Under this initiative, a large-scale fortnightly ticket checking operation was carried out at Borivali station, held on 6th August, 2025. Over 300 ticket checking staff, along with support from the Railway Protection Force and Government Railway Police, were part of this drive. As a result, around 5200 ticketless travellers were detected and penalties/fines amounting to ₹13.50 lakh was collected.

To ensure safety and transparency, specially designed protective vests have been given to





TTEs. These vests carry compartments for body cameras, Hand Held Terminals (HHT), Excess Fare Ticket (EFT) books and mini speakers for public announcements. This technological integration provides physical as well as legal protection to the ticket checking staff, while simultaneously reinforcing transparency and accountability in passenger interactions. Another critical component of the Abhiyan is the creation of pre-custody areas within station premises. These are localized zones under CCTV surveillance, designated to deal with ticketless travellers in a controlled and respectful manner. This move helps to avoid potential conflicts and unnecessary confrontations in official offices, ensuring fair treatment for both passengers and staff. Officers from the Commercial Department have conducted workshops focused on effective communication and professional passenger handling.

The NAMASTE Abhiyan is a powerful example of how governance can be both strong and sensitive. It stands as a model of ethical public administration that values discipline. Rather than relying on reactive measures, it adopts a proactive and structured approach, one that upholds fairness, promotes trust, protects public property and preserves the morale of frontline personnel.

NAMASTE is more than a greeting! It is a philosophy.... A pledge...

'It is our way of saying—We will uphold discipline with dignity.

We will be humble, yet strong in our duty.'

Through this campaign, Western Railway reaffirms its commitment to creating a safe, respectful and accountable railway experience for all.

BLW Installs India's First Removable Solar Panels Between Active Railway Tracks

Naresh Pal Singh, General Manager inaugurated the solar panels installed on the railway track by formally cutting the ribbon. Banaras Locomotive Works (BLW), under the able leadership and guidance of Naresh Pal Singh, General Manager has achieved another historic milestone in this direction by successfully installing India's first removable solar panel system between active railway tracks. Indian Railways is rapidly moving towards a more sustainable and greener transport system in line with its vision focused on renewable energy and climate change mitigation.

In this pilot project installed on Line No. 19 of BLW's workshop, solar panels have been installed between the tracks using a special indigenously designed installation process. While the process did not affect train traffic, the panels have also been provided with an easy removal facility whenever required. This innovation by BLW is a big step towards Indian Railways' goal of net-zero carbon emissions. Singh said, 'This project is not only a new dimension in the use of solar energy but will also become a strong model of green energy for Indian Railways in future.' Importantly, this innovation will give further impetus to green energy generation alongside the already installed rooftop solar power plants in BLW premises.



Naresh Pal Singh, Banaras Locomotive Works General Manager, inaugurating India's first removable solar panel system at a workshop in Varanasi



Pre-Installation Challenges Cleared

Vibration Protection: Rubber mounting pads were used to reduce the vibration generated by passing trains.

Strong Fixation: Panels are glued to concrete sleepers with epoxy adhesive, ensuring strong metal-concrete bond.

Cleaning and Maintenance: Easy cleaning system to keep panels free from dust and debris.

Quick removal: Panels can be quickly removed using 4 S.S. Allen bolts for track maintenance.

Project Details: Track Length: 70 m, Capacity: 15 kilowatt peak (KWp), Panel Number: 28, Power Density: 220 KWp/km, Energy Density: 880 units/km/day, Size: 2278×1133×30 mm, Weight: 31.83 kg, Module Efficiency: 21.31%, 144 Half Cut Mono Crystalline PERC Bifacial Cells, Junction Box IP: 68, Maximum System Voltage: 1500 V

Great Future Potential: This technology can be widely adopted in Indian Railways' 1.2 lakh km track network, using yard lines. No land acquisition required—it just uses the space between tracks. Estimated Capacity: 3.21 lakh units/year/km of energy generation.■

Railway Safety Commissioner Inspected the Newly Constructed Rail Line from Jarkheda to Shyampur

Indian Railways is committed to speed up the infrastructure construction works under new projects. Continuous efforts are being made to speed up the construction work of various infrastructure projects like new railway line, doubling and tripling in West Central Railway under the continuous supervision of General Manager Mrs. Shobhana Bandopadhyaya. In the process the commissioning of Jarkheda to Shyampur section under Bhopal-Ramganj Mandi new railway line project was done by Railway Safety Commissioner (Central Circle) Manoj Arora on 30th July 2025. The total cost of the 276 km long Bhopal-Ramganj Mandi New Rail Project under the jurisdiction of West Central Railway is ₹3032 crore. So far, 168 km of work has been completed under this project.

The total distance of Jarkheda to Shyampur section is 11 km. CRS Manoj Arora conducted an intensive inspection on this newly constructed railway line and also tested the Jarkheda station yard. After this, CRS conducted a successful speed trial at a maximum speed of 125 KMPH from Jarkheda to Shyampur section.

Main Features of Bhopal-Ramganj Mandi New Line Project

- This project includes the states of Madhya Pradesh and Rajasthan and involves five districts – Bhopal, Sehore, Rajgarh, Jhalawar and Kota.



- This line will be important for both goods and passenger transportation, which will improve rail connectivity and save travel time.
- The transportation cost of coal for Kalisindh Thermal Power Plant in Jhalawar (Rajasthan) will be reduced.
- This new route will be 42 km shorter than the Biaora-Jhalawar route, which will save fuel and time.
- Local travel to the famous Kelkera temple located near Ghatoli station will become easier.
- This project is targeted to be completed by December 2027.

This rail project will make direct and seamless rail connectivity possible between various stations of Bhopal and Kota divisions. This will not only facilitate passengers, but will also bring efficiency in goods transportation.■

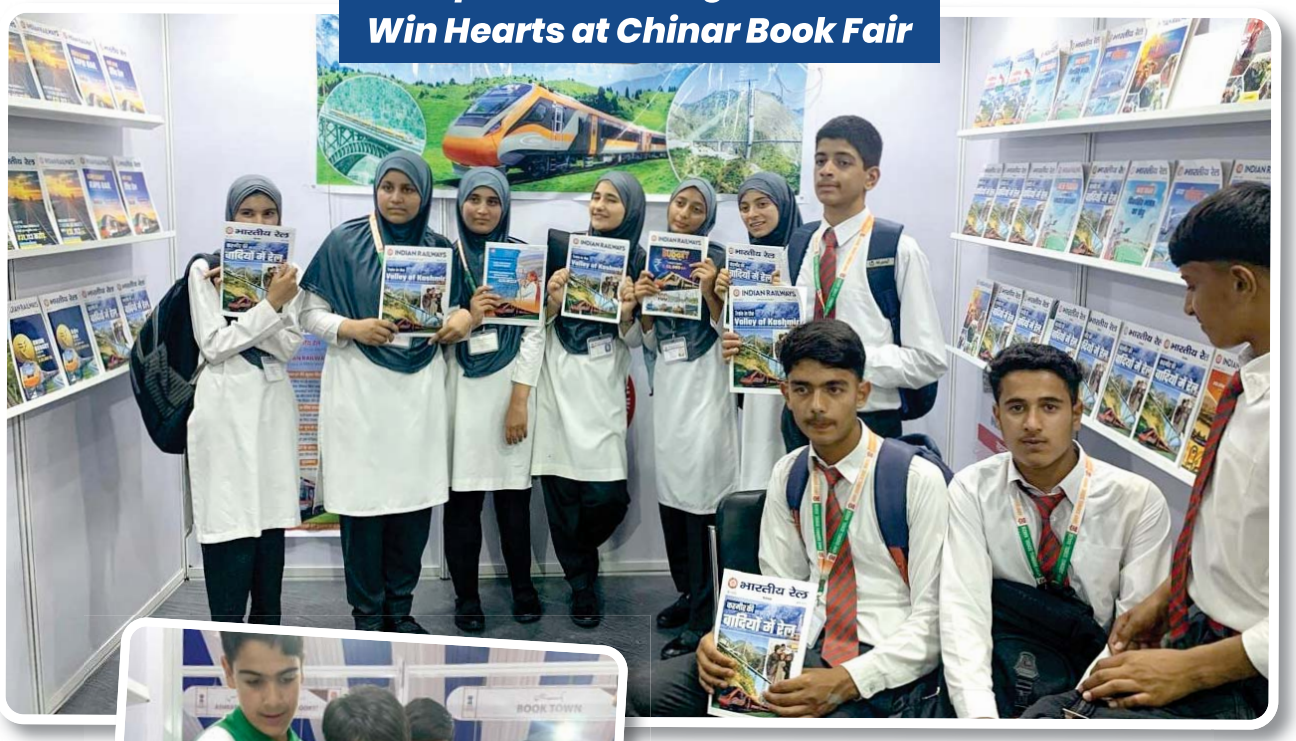
RDSO Teams Up with GuVI-HCL for AI Capacity Building of Officers



A specialised two-day training programme on Artificial Intelligence was inaugurated on 19th July, 2025 at the RDSO by Uday Borwanker, DG, RDSO. The programme, conducted in collaboration with expert trainers from GuVI HCL, was designed to enhance AI proficiency among 40 senior officers of RDSO.

Borwanker encouraged participants to embrace emerging technologies and explore innovative AI applications for Indian Railways. He emphasised the importance of staying ahead in the rapidly evolving technological landscape.■

Special Rail Magazines Win Hearts at Chinar Book Fair



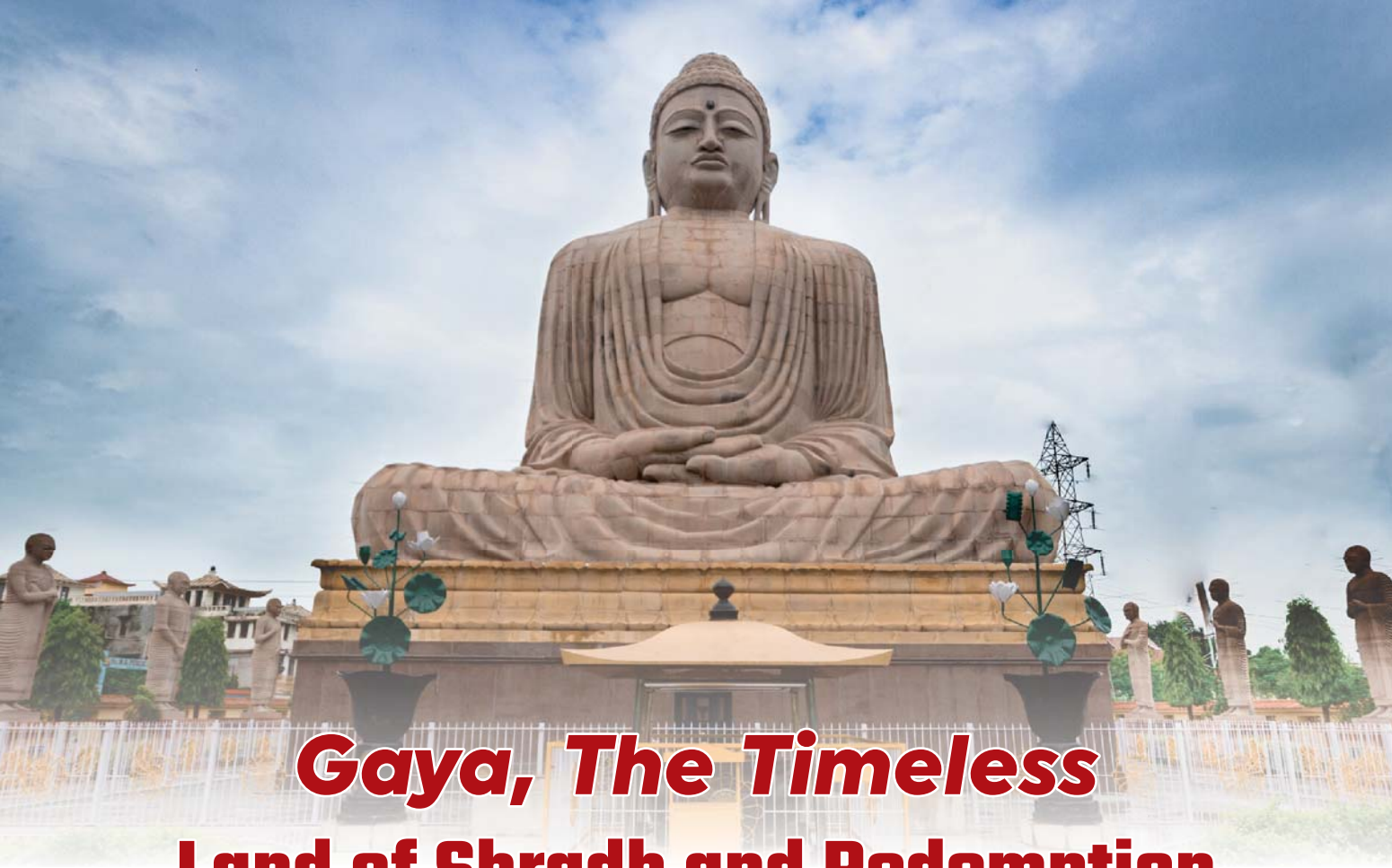




At the Chinar Book Fair, held at the Sher-i-Kashmir International Conference Centre (SKICC), Srinagar, from 2nd to 10th August, 2025 the exhibition of the Ministry of Railways' magazines—Bhartiya Rail and Indian Railways (stall no. 72)—emerged as a major attraction. Students from schools and colleges, along with local visitors, showed keen interest in the stall.

The recently released special editions—'Kashmir ki Wadiyon Mein Rail' (Bhartiya Rail) and 'Train in the Valley of Kashmir' (Indian Railways)—received wide appreciation from readers. These issues narrate the inspiring story of taking the railway line to the Kashmir Valley, highlighting engineering marvels such as the Chenab Bridge and the Anji Bridge, presented through the writings of some of the country's leading journalists.

Many visitors, while purchasing copies for their personal collections, remarked that these editions are not just accounts of railway projects, but living documents of Kashmir's development and a promise of a new era. With the enthusiasm of children and youth keeping the stall lively throughout the fair, the event stood as a testament to the growing popularity of the Ministry's publications.■



Gaya, The Timeless
Land of Shradh and Redemption

Dilip Kumar
Journalist

Every year during Pitripaksha, the holy city of Gaya in Bihar flows with wave of devotion. Thousands of families arrive here to perform Pind Daan—rituals to honour and liberate the souls of their ancestors. On 22nd August, 2025, Narendra Modi, Prime Minister flagged off the Gaya–Delhi Amrit Bharat Express and the Vaishali–Koderma Buddhist Circuit train, adding new recognition to Gaya, already honoured by UNESCO as a World Heritage site.

The very name of Gaya brings to mind a unique blend of faith, history and spirituality. For Hindus, it is the ultimate land of Pitripaksha rituals; for Buddhists, it is the sacred soil where Lord Buddha attained enlightenment; and for Jains, it is revered as the land of penance and meditation. Walking through the city, one feels the rhythm of devotion in every sound of temple bells, sees history etched in ancient stone carvings and witnesses the living culture in the faces of countless pilgrims who come here year after year.

The sands of the Falgu River carry an eternal tradition—the ritual of pind daan for departed ancestors. While this sacred act can be performed throughout the year, its deepest significance is felt during Pitripaksha. Every year, from the full moon of Bhadrapada to the new moon of Ashwin, Gaya becomes a sea of devotion, as thousands gather to honour their forefathers. This year, beginning on 6th September, the city will once again host a grand 15 days gathering, where the sacred rituals will be performed with devotion and reverence.

The most powerful moment for any pilgrim comes when, standing barefoot on the sands of the Falgu or sitting beneath the immortal banyan tree known as Akshayavat, they take the name of their ancestors and offer water and rice in their memory. That instant, simple yet profound, becomes a bridge between the present and the past, a reminder of gratitude towards those whose

lives made ours possible. According to age-old belief, performing pind daan in Gaya grants eternal peace to the departed, making further rituals unnecessary.

Yet, the tradition of honouring ancestors is not confined to Gaya alone. Across India, other sacred places hold their own importance. In Prayagraj, at the confluence of the Ganga, Yamuna and Saraswati, pilgrims gather in vast numbers, especially during the Kumbh and Pitru Paksha. In Varanasi, the ghats of Panchganga and Manikarnika echo with rituals that are believed to grant salvation to souls. High in the Himalayas, at Badrinath's Brahma Kapal along the Alaknanda River, families perform rites that are said to secure eternal bliss for their forefathers. Far to the east, the shores of Gangasagar witness an ocean of devotees during Makar Sankranti, while in the south, the waves of Rameswaram carry the prayers of countless families who offer rituals by the sea. The sacred Pushkar Lake in Rajasthan and the Brahmasarovar at Kurukshetra in Haryana too stand as reminders that this bond between the living and the departed flows across the length and breadth of the land.

But above all, Gaya remains the heart of this tradition. It is not just a city, but a spiritual journey where history, faith and culture meet. In its timeless rituals and sacred spaces, Gaya whispers an eternal truth—that remembrance of one's ancestors is not a duty alone, but also an act of love and gratitude, binding generations together across the endless stream of time.

Gaya in Mythology, Faith and Pilgrimage

The sacred city of Gaya carries not only the weight of history but also the fragrance of mythology, woven deeply into its rituals and traditions. One of the most cherished legends goes back to the age of Treta Yuga. When Lord Rama returned to Ayodhya after defeating Ravana, he resolved to perform shraddha and pind daan for his ancestors. The scriptures say that there is no holier place than Gaya for offering peace to the departed souls and so Rama, accompanied by Lakshmana and Sita, came to the banks of the Falgu River to perform the sacred rites.





At that time, the river appeared dry. While Rama and Lakshmana went in search of water, Sita shaped balls of sand into pinds and offered them with deep devotion to the forefathers. Five witnesses were present at the moment—the Falgu River, a cow, the Gaya Shira mountain, the immortal banyan tree known as Akshayavat and a Brahmin. Yet, when Rama returned and asked for their testimony, all of them denied what they had seen. Angered by their dishonesty, Sita cursed them: the Falgu would forever look sandy on the surface though water would flow hidden beneath, cows would never be fully satisfied no matter how much they ate, crops would never grow on the Gaya Shira mountain, the Akshayavat would never again be worshipped and Brahmins would never feel content. Only she declared herself as witness, saying she had performed the ritual with her own hands. From that time onward, the belief has remained unshaken—that pind daan performed in Gaya reaches directly to the ancestors, granting them peace. Even today, the Falgu River appears dry on its surface and only when the sand is moved aside does the hidden water emerge, used for the sacred rites of remembrance.

For Hindus, Gaya is the land of ancestral liberation, but for Buddhists it is equally a place of light and compassion. About 2500 years ago, a wandering

ascetic named Siddhartha, once a prince of Kapilavastu, arrived here after years of penance and searching for the cause of human suffering. On the banks of the Niranjana, or Falgu River, beneath a Bodhi tree, he vowed not to rise until he found truth. After days and nights of silent meditation, enlightenment dawned upon him. Siddhartha had become the Buddha and from that moment, the soil of this land became Bodh Gaya—the place of awakening. Today, about twelve kilometers from Gaya, Bodh Gaya stands as a UNESCO World Heritage Site, visited by seekers from across the world.

The Great Buddha Statue dominates the landscape here, a 64 foot seated figure carved under the vision of Tamil sculptor Vaidyanatha Ganapati Sthapati, unveiled in 1989 by the Dalai Lama himself. In the same region lies the Sujata Stupa, recalling the moment when a young woman named Sujata offered food to Siddhartha, marking the turning point in his path to enlightenment. Tibetan monasteries with colourful murals of Buddhist scriptures, the serene Thai Monastery with its foreign architecture and the Dungeshwari Caves—where the Buddha practiced severe austerities for six years before moving to Bodh Gaya—all add to the spiritual aura of this sacred land.

Jain scriptures also regard it as a deeply sacred place. Many Tirthankaras are believed to have meditated here, most significantly Lord Mahavira, the 24th and last Tirthankara. During his ascetic life, Mahavira is said to have wandered in and around the forests of Gaya, performing intense penance and deep meditation. The Falgu River and the Gaya Shira mountain are considered silent witnesses of his spiritual discipline. It was here that he clarified his path of liberation through self-restraint and meditation. Even today, Bodh Gaya and its surrounding hills, such as the Gridhra Kuta mountain, are dotted with Jain temples and shrines that preserve the memory of his presence and practices. Pilgrims who visit Bodh Gaya often seek blessings not only at the Mahabodhi Temple but also at these Jain sites of reverence.

Gaya's sacred geography extends beyond myths into tangible places of worship and pilgrimage. The Vishnupad Temple, standing on the banks of the Falgu, is perhaps the most iconic site, believed to hold the footprint of Lord Vishnu himself. Pilgrims flock here to perform shraddha rituals and offer pind daan. Not far from the city lies Pretshila Hill, believed to grant peace to departed souls and Ramshila Hill, where Lord Rama himself performed the ancestral rites. Just eight kilometers away rests Mangala Gauri Temple, counted among the Shakti Peethas. A little farther, the ancient Barabar Caves built during the Mauryan era bear inscriptions and stonework dating back to the time of Emperor Ashoka, adding layers of history to the sacredness of this land.

In Gaya, mythology and history are not distant echoes—they live in the air, the stones and the very sands of the Falgu River. For Hindus, Buddhists and Jains alike, it remains a timeless confluence of faith and spirituality, a place where the prayers of generations continue to flow, just as they have for millennia.■



Silver Years, Golden Moments: Thriving Beyond 60?

G.V. Venkatesan
Sr. PRO/ICF (Retd.)

Normally, a person in employment, be it in government, public sector, or private sector, tends to have anxiety about 'what's next'? More so when he is in his 40s or 50s, which is commonly termed a 'mid life crisis or concern'. For a few born with silver or gold spoons, this anxiety exists irrespective of their present position in life or career. This anxiety intensifies as one moves upwards in their 50s and nears 60. Naturally, the question arises within them: 'Am I going to have a better life or the other way round?' Most of you reading this have likely faced this dilemma at least once, if you are a self-conscious person.

In this article, we will analyse how to have a tension-free and happy life after 60s. If you are between 30 and 60, don't worry—there's something for you as well in the latter part.

We will start with those who have already crossed 60 and then go backwards. The first concern for the 60+ citizens is financial stability in these days of spiraling inflation. Whatever we have earned and saved often seems insufficient for a reasonably good lifestyle, even if not lavish. Our income has shrunk dramatically and expenses often exceed manageable levels, of course. If pensioners are struggling, what of those sans that consolation? For some, pre-retirement commitments like loan EMIs continue to haunt them.

Regarding finances, we must first learn to live well within our means and always keep in mind that we no longer enjoy the luxury of continuous cash inflow. We may want to spend on things, even modestly, but the key is to remember that we are living on limited resources. Even ordering from Swiggy and Zomato can quietly eat into our money in fractions. We may not realise this but the fact is that online food often costs more than dining out due to hidden charges. Another thing that we have to be cautious about is credit card/s. If you had three or four cards, close them and retain just one card for emergencies. Spend no more than 50% of your monthly earnings on that card. Credit cards may seem convenient and lucrative, but they are double-edged swords; misuse can hurt you badly.

Under no circumstances should you take loans based on your pension or your house property, lavishly offered by banks. If you are a pensioner, just keep away from such offers. Keep a vow not to spend more than 70% of your cash inflow in any month. Maintain liquid cash and save the remaining.

Though I have been disappointed with health and

life insurances on more than one occasion, I still insist on maintaining minimum coverage. Whether or not they fully compensate, the confidence of having coverage serves as a moral boost.

Regarding re-employment after 60, consult your family before deciding. Extra bucks may help, but consider working hours, health, mood, travel requirements, compensation and your passion for the role. Being unhappy in a job chosen just for money can leave your post-60 lifestyle no better than pre-60. So, be cautious and choose carefully.

Health deserves equal attention as any other aspect of life. Believe and have faith in your vitality, even if the reality begs to differ. This faith brings relief to your mind and positively influences your body. I am not implying that all ailments will vanish. It is the other way. The real approach is to keep your mind free from constant thoughts of sickness. Focus on natural foods and avoid junk food to the greatest extent possible. Raw food items, such as salads, are especially beneficial. Unless your medical condition requires taking medicines with every meal, try fasting occasionally—once a day, once a week, or once a month—to give your digestive system a much-needed break. This is not about religious faith, but about maintaining bodily health. Pranayama and Surya Namaskar, used purely as exercises, will play an important role in boosting overall health.

Walking for at least 30 minutes daily, either continuously or in intervals, is vital. Brisk walking suffices; do not overexert. Pay attention to your surroundings to prevent falls and include nutritious foods and supplements as needed.

Then, most importantly, do not isolate yourself or retreat into loneliness. Solitude is the cruelest adversary of the ageing mind and spirit. Seek out people who bring warmth, conversation and connection and make an effort to engage socially, no matter their age. A word of caution: do not dominate conversations or overshare, as it can push people away. Listen more than you speak and let silence carry its own strength.

If there's something you have longed to learn but postponed due to career pressures or family duties, now is your window. Learning never expires. Read relentlessly, even through a Kindle. Cut down on TV, particularly news, which is mostly useless. Awareness of worldly events changes little, except the weather. Avoid noisy talk shows and shouting matches. Soap operas are a strict no, they enslave your focus and time.

If you are a believer, go to a temple, church, or mosque, just sit for a while and relax. It will bring inner peace and also ground you spiritually. This will give you a ray of hope that there is Someone or Something above us taking care of things and we can simply have faith in Him and leave it to Him. If you are interested in music, listen to the genres that are close to your heart. If you want to sing (it need not be at a professional level), you can get a karaoke gadget (nowadays you can get one around ₹1000) and sing along with your spouse. These are inexpensive yet fulfilling hobbies.

When it comes to your children, don't expect anything from them and don't give them anything beyond what your can afford. I may sound blunt or detached, but remember, you are living on a shoestring budget. It is always wise to think twice before even lending any money to your children. Another important point is not to expect them to take you and your spouse to their place, or visit yours regularly. Remember, they have their own lives to manage and challenges to deal with. Avoid unsolicited advices as they might be rarely welcomed.

Don't overthink or worry too much about anything. By dwindling on a happening, whether past or present, you will not change anything, because what has happened is already done and what is happening is beyond your control. So, stop pondering over the past or the present. Of course, the future will take its own course, which no one can control either. So, find peace within yourself, irrespective of what is happening.

So, by keeping your finances, physique and the mental health in check, there is no doubt that you will feel a lot better than you did before turning 60.

As a finishing touch, for those who are above 30 and below 60, plan things prudently. Don't overstep financially and avoid borrowing

anticipating your future income. It may not work out. Life can throw many surprises and shocks. So, expect the unexpected and be prepared. Set a part of your income aside and invest in gold, bonds, SIPs and likewise. Seek advice from experts in the field.

Spend as much time as possible with your family. Maintain a work-personal life balance. The small moments of joy you may miss now because of work commitments might never return. So, whenever possible, strictly say no to office worries and leave them outside your home like shoes at the entrance. Start exercising early and maintain fitness. This will help you stay healthy without relying on medicines later. Fitness also recharges the mind and keeps you joyful. Eat nutritious food and avoid junk or packaged items that can deteriorate your health conditions. Prevention is always better than cure and being prepared is always preferable to regretting later.

Never forget that this life is the one stage you get to perform on. Past or future births, as gurus speak of, remain a mystery I do not bother to chase. Live fully, love deeply and embrace the now, whatever storms or sunshine surround you. In trying times, have faith that light will shine at the end of the tunnel.

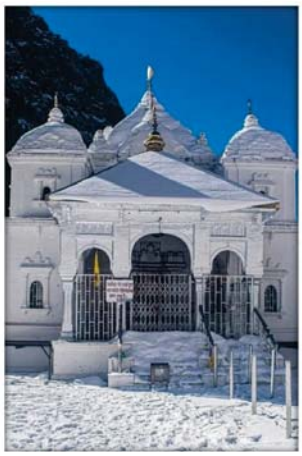
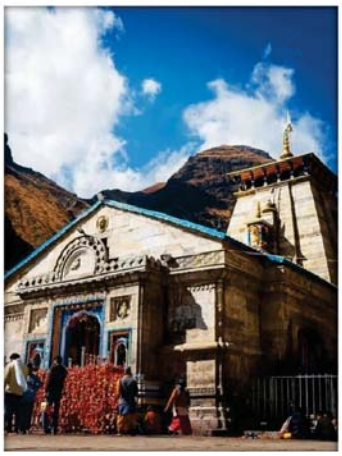
Whether you are 60 or 16, believe that "All is Well".■

CharDham Rail Project

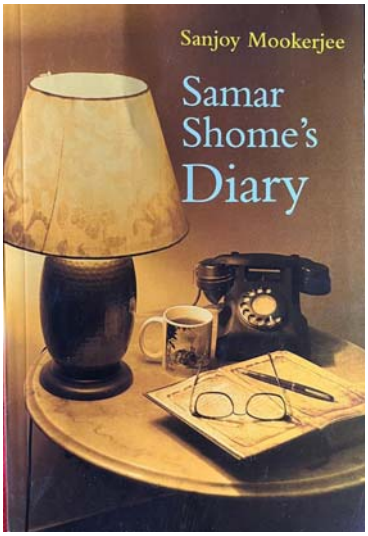
A remarkable confluence of faith and engineering

This ambitious project, stretching about 125 km, will have a total of 12 stations including the spiritual towns of Rishikesh, Devprayag and Karnaprayag.

Around 83% of the route will pass through tunnels.


Samar Shome's Diary: Journeys, Stories and Railway Glories



Manoj Pande
Former Member (Staff), Railway Board

Every retired Railwayman carries a treasure trove of tales, yet few ever commit them to writing. Sanjoy Mookerjee is among the exceptional ones and his latest, 'Samar Shome's Diary', is his sixth book.

It is a set of kaleidoscopic anecdotes in a diary that travel from east to west, even climbing up the hills, each one distinct and unique. They carry a bit of emotion, a bit of intrigue and a whiff of the occult too. And there's no guessing who Samar Shome is.

The collection begins with Samar Shome and his batchmate Behruz Cardmaster, who are deputed for training in Eastern Railway. An experienced, sincere and crafty employee is assigned to accompany Samar and Behruz as they visit various goods sheds and other establishments in the hinterland of Bengal.

'The Ever Ready Railwayman' is that kind of employee who can be described as 'the right hand man', 'jack of all trades', or even someone everyone looks up to. Such persons are found almost everywhere and are a real asset to the officer on the chair. Konar-Da was no exception, only that he took his job of accompanying the young probationers so seriously that they hardly ventured out of the railway system, missing out on other interesting spots in the region.

For any directly recruited officer, the probation period is wonderful. These are days of learning, travel and for some, finding a life partner. If already hooked, hard choices must be made, leaving aside feelings for someone else. 'The Brigadier's Daughter' is one such story. So what is it all about? You shall have to read to find out. Suffice it to say that it is engrossing and thoughtfully worded.

Then there is someone who marries late. When he does, it is bit of a surprise to the other batchmates, who are intrigued why a lady from the world of glamour in the metropolis of Mumbai would marry a railway engineer—and that too in the back of beyond, at Chittaranjan Locomotive Works. She even turns her home lawn into a veritable 'Garden of Eden', learning very quickly the ropes of the railway system and how to get work done. Many would empathise, having encountered situations during service.

After the honeymoon period of probation, one lands with a thud in a working post and at the bottom of the ladder as an Assistant Officer. 'Fairlie' is one such story. Another is about an upright Gandhian who disliked anyone smoking inside the room, regardless of their status. Other stories are also quite interesting. Revealing them would not be fair as some events are so incredulous that one is sure the author used all his literary acumen and licence while penning them.

Samar Shome is absent in 'Special Encounters'—the last one in the book. Based in a Railway training school, it is fascinating and extremely engrossing. 'Believe it or not', you wonder. But the postscript, "inspired by true events", sets you thinking.

'Inspired by true events' aptly defines this chronicle, a narrative both digestible for novices and saturated with reflective nostalgia.■



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Test Your Knowledge

1. **Development works worth how many crores were inaugurated by the Prime Minister in Kolkata?**

   (a) ₹5200 crore (b) ₹6200 crore

   (c) ₹5500 crore (d) ₹7200 crore

2. **Where does India stand in the world's metro rail ranking?**

   (a) First (b) Second

   (c) Third (d) Fourth

3. **What is the total length of the metro network in India?**

   (a) 2,000 km (b) 3,000 km

   (c) 1,000 km (d) 5,000 km

4. **At how many stations is Indian Railways establishing permanent holding areas for crowd control?**

   (a) 53 (b) 73

   (c) 113 (d) 54

5. **Which version of 'Kavach,' the indigenous safety system, was recently launched to strengthen rail safety?**

   (a) Kavach 4.0 (b) Kavach 2.0

   (c) Kavach 3.0 (d) Kavach 0.5

6. **How many projects worth Rs 69,000 crore were approved to boost rail infrastructure in the Northeast?**

   (a) 10 (b) 20

   (c) 12 (d) 40



7. **Name the campaign recently launched by Western Railway for ticket checking.**

   (a) Namaste Campaign (b) Arresting Campaign

   (c) Awareness Campaign (d) Imposing Penalty Campaign

8. **Which railway factory experimented with installing solar panels on railway tracks recently?**

   (a) BLW (b) CLW

   (c) RCF (d) MCF

9. **Which item was part of the first freight consignment transported by a goods train in the Kashmir Valley recently?**

   (a) Cement (b) Coal

   (c) Stone (d) Iron rods (Sariya)

10. **Which city serves as the headquarters of the North Central Railway (NCR)?**

    (a) Prayagraj (b) Lucknow

    (c) Jhansi (d) Agra

Right Answers

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



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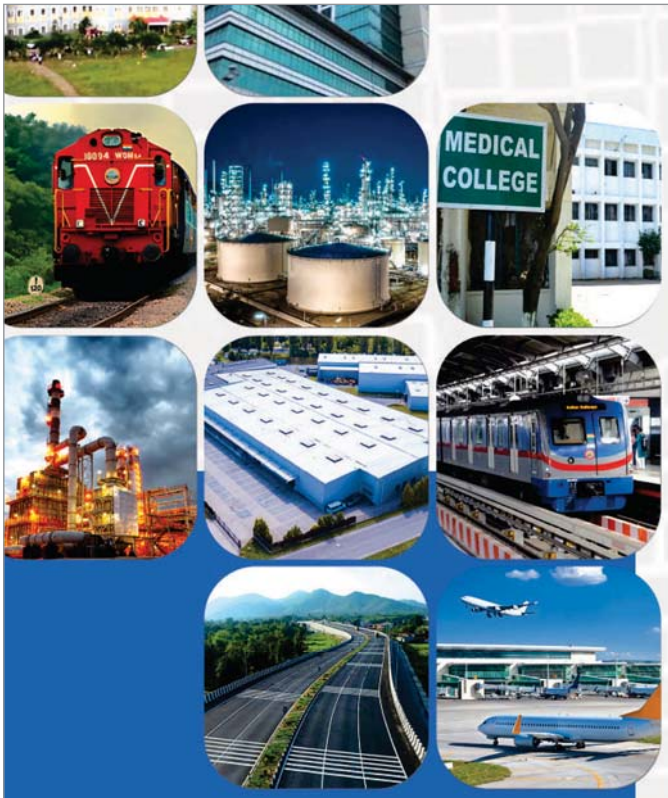
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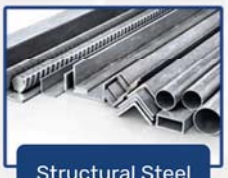


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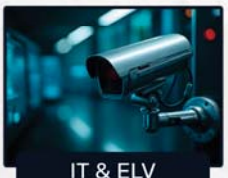

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FACTS & FIGURES

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- Start of commercial operaration first order received — May 2022
- Achieved turnover of INR 250+ CR in FY23 — March 2023
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