

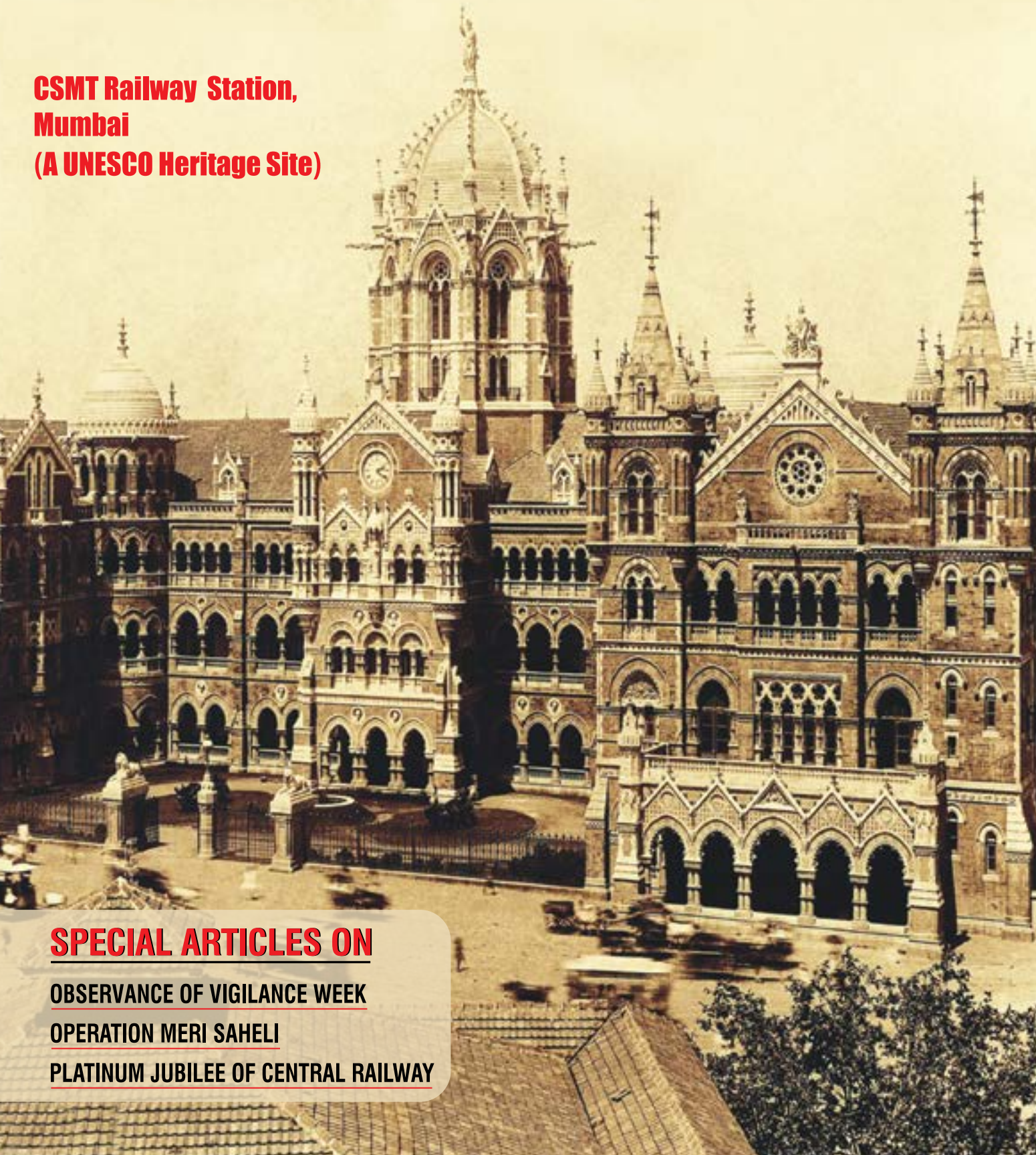


INDIAN RAILWAYS

DECEMBER 2020

₹20

**CSMT Railway Station,
Mumbai
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SPECIAL ARTICLES ON

OBSERVANCE OF VIGILANCE WEEK

OPERATION MERI SAHELI

PLATINUM JUBILEE OF CENTRAL RAILWAY

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East - Kolkata

Tel: 033 - 44053300

Fax: 033 - 44004845

Email: sales-kolkata@timken.com

West - Pune

Tel: 020 - 41053200

Fax: 020 - 40037709

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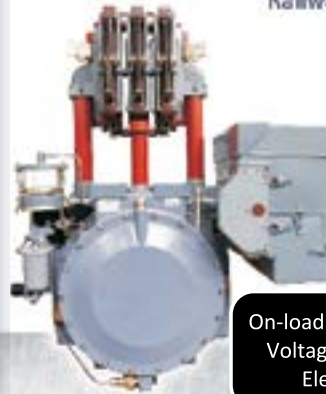
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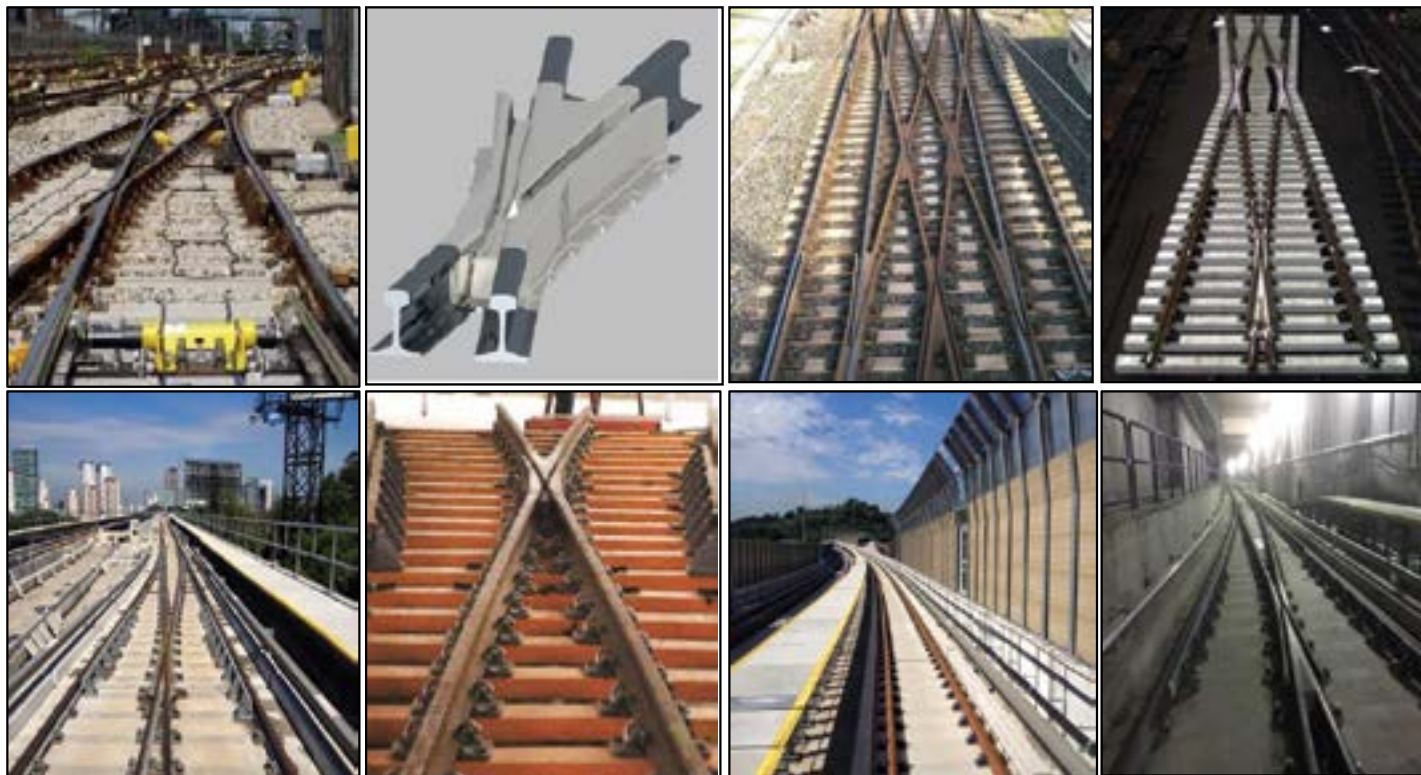
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Works:

42 Milestone, GT Road, Bahalgarh
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Tel.: +91 130 2381298 2380369
Fax: +91 130 2381698

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Works :-

Unit-I

Plot No.-J-46/47, MIDC,
Tarapur Industrial Area, Boisar,
District Palghar-401 506,
Maharashtra.

Unit-II

Plot No.-J-20, MIDC,
Tarapur Industrial Area, Boisar,
District Palghar-401 506,
Maharashtra.

▲ Phone : +91-9930668006

▲ Email : info@highvolt.in

Editorial Board

Shri Vinod Kumar Yadav

Chairman &
Chief Executive Officer

Shri Naresh Salecha

Member (Finance)

Shri Sushant Kumar Mishra

Secretary

Shri Rajesh Dutt Bajpai

Executive Director (I&P)

Shri Sudipta Sen

Editor

Editorial Correspondence

EDITOR, Indian Railways,
Room No. 411, Rail Bhawan,
New Delhi-110001.

Tel. : 23383540, 23385072,
43416 (Rly.)

Email : editorindianrailways@gmail.com

Business Communications

Shri Prashant Kumar Pattnaik

Business Manager Indian Railways,

Room No. 310, Rail Bhawan,
New Delhi-110001.

Tel : 47845378, 45378 (Rly.).

Email : bmpr310rb@gmail.com

Editorial Assistance

Shri Prashant Kumar Pattnaik

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Commerce & Industry
and Consumer Affairs,
Food and Public
Distribution
Administers Rastriya
Ekta Diwas Pledge**

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Shri Uppuluri Krishna Murty

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Shri Anil Saxena



**The Lockdown Effects:
Making of a Balcony
Garden**
Rita Sinha

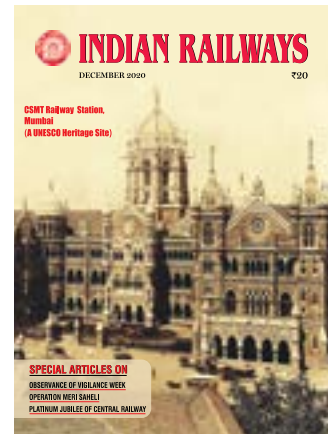
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Editorial

“The journey of a thousand miles begins with one small step.” - thus goes the famous saying. One is intriguingly reminded of this much-heard quote while looking at the fact that Both Central and Western Railways celebrated their Platinum Jubilee (70th Year of inception) earlier this month. The region boasts of holding the prestigious distinction of witnessing the first train steam off in the sub-continent. Indeed what started as a tiny step of a toddler way back in April 1853 has burgeoned today to become the 4th largest Railway network in the World. The Great Indian Peninsular (GIP) Railway, the parents of today's Central and Western Railway was established on 5th November, 1950. This magazine congratulates all the staff and Officers of these two zones for being part of such a coveted legacy.

Providing our passengers a safe, secure and hassle-free journey has always been a high priority area of Indian Railways. A major step in this direction was taken in Oct 2020 when the “Meri Saheli” initiative was launched by Indian Railways with a view to providing additional protection to women passengers in general and those travelling alone, in particular.

Apart from special coverages of the above two, this issue also contains report on how the Vigilance Awareness Week was observed all over Indian Railways. In addition to regular features like Zonal Railway news and Central news the issue also contains an in-depth study of India's prestigious Mountain Rails contributed by Shri Anil Saxena.

2021 is just around the corner. We promise to continue on our path of constant efforts of improving the standard of the magazine and introducing new and new features into it. This magazine wishes all its readers a Merry Christmas and a very happy New Year. ■



Minister of Railways, Commerce & Industry and Consumer Affairs, Food and Public Distribution Administers **Rastriya Ekta Diwas Pledge**

Shri Piyush Goyal, Minister of Railways, Commerce & Industry and Consumer Affairs, Food and Public Distribution administered Rastriya Ekta Diwas Pledge virtually to all the members of Indian Railways on 29 October, 2020. Shri Manoj Joshi, General Manager, senior officers as well as other staff of Metro Railway took this pledge with him. Metro men vowed to preserve the unity, integrity and security of India and uphold the spirit of unification of the country. Banners on Rastriya Ekta Diwas were displayed at Metro stations and buildings for creating awareness about the contribution of Sardar Vallabh Bhai Patel in making India a united and vibrant nation. ■



Minister of Railways, Commerce & Industry, Food and Public Distribution and Consumer Affairs, Shri Piyush Goyal Reviews the **Functioning of all Directorates of Railway Board**

Minister of Railways, Commerce & Industry, Food and Public Distribution and Consumer Affairs, Shri Piyush Goyal reviewed the functioning of all the directorates of Railway Board on 19 November, 2020. The meeting was attended by Chairman & CEO Railway Board and all officers of ED level and above.

The Minister emphasised on the need to focus on the needs of ordinary travellers and businesses whether it's the development of more amenities in the sleeper or 3A classes or making freight more customised and simple for all businesses.

During the last 8 months, Indian Railways has taken up the challenge to lead the national fight back against Corona and its social economic consequences, in an outstanding manner, whether it was resurgence in freight volumes, completion of vital maintenance projects during the lock down or supporting the national health care efforts. The Minister stressed on continuation of the good work being done and not letting the guard down.

- ➔ Stresses on continuation of good work being done and not letting the guard down.
- ➔ Better monitoring, time bound completion of projects and increasing operational efficiencies would ensure achievement of all the development initiatives being taken.



Minister sought suggestions and inputs from officers to further improve the performance in major areas of development in Railways like business operations and infrastructure.

Shri Piyush Goyal said that proper planning and due diligence before the start of a project was vital for not only ensuring that there was no cost escalation in the project but also for its comprehensive completion as well. ■

Nagpur-Adarsh Nagar Delhi Orange Kisan Rail Flagged Off (Through Video link)



Shri Nitin Gadkari, Minister of Road Transport and Highways, Micro, Small, and Medium Enterprises, Government of India, flagged off the inaugural run of Orange Kisan Rail from Nagpur to Adarsh Nagar Delhi on 10 November, 2020 (Through Video link). Members of Parliament Dr. Vikas Mahatme, Shri Ramdas Tadas and Shri Krupal Tumane along with Shri Sandip Joshi, Mayor Nagpur and Shri Vikas Thakre, Member of Legislative Assembly graced the function through video link. Shri Sanjeev Mittal, General Manager, Central Railway welcomed the dignitaries and presented the welcome address. Shri Nitin Gadkari, while speaking on the occasion said that with the introduction of Orange Kisan Rail the transportation cost will be reduced drastically which will be beneficial to farmers. He further appreciated the efforts made by Railways at the initiative of Minister of Railways Shri Piyush Goyal. Members of Parliament Dr. Vikas Mahatme, Shri Ramdas Tadas and Shri Krupal Tumane also spoke on the occasion. Shri Somesh Kumar, Divisional Railway Manager, Nagpur Division gave vote of thanks. A small film on Kisan Rail was also shown on this occasion.

The Kisan Rail – Background

As announced in the current year's Budget to start 'Kisan Rail' in order to provide a seamless supply chain of agricultural and perishable produce, the Ministry of Railways has introduced the first Kisan Rail to run from Devlali to Danapur on 7 August, 2020. This train

was further extended from Danapur to Muzaffarpur and also its frequency increased from weekly to thrice a week in view of good response from the farmers using the facility to send their produce to distant places in North India. In this sequence, the second such Kisan Rail was started on Central Railway. The details of the inaugural run of Orange Kisan Rail are as under -

- Train no 00101 Weekly Kisan Rail Nagpur dep at 18.00 hrs arr Adarsh Nagar Delhi at 15.40 hrs next day. Inaugural Orange Kisan Rail left at 18.10 hrs on 14 October, 2020.
- Train no 00102 Weekly Kisan Rail dep Adarsh Nagar Delhi at 10.00 hrs on 16 October, 2020 arr Nagpur at 04.40 hrs next day.
- The regular service of Orange Kisan Rail will be notified in due course.
- This train will have 10 parcel vans and one luggage cum brake van.
- This Kisan Rail covers a distance of 1106 kms approx. in 20 hrs on a single trip. Train will halt at Katol, Narkhed, Pandhurna, Betul, Itarsi and Jhansi.

The Nagpur city and surrounding areas in Vidarbha region are famous for Oranges and other agro products for which there is a huge demand. The Kisan Rail will provide a good market to the farmers of Vidarbha region for their produce. Aggressive marketing is being done by Central Railway in co-ordination with local farmers, businessmen and APMC so that maximum farmers can get the benefit. ■

Charge Your Car at CSMT



Promoting Green Energy, Conserving Environment: Central Railways has set up first electric vehicle charging station at CSMT station outside Platform No.18 in Mumbai in line with national mission on e-mobility.

Railways will earn Rs. 1 lakh per annum while promoting green energy in line with the national mission on e-mobility, said CR' spokesperson. CR is planning to set up at least 10 more such e-vehicle charging stations, including battery-swapping facilities, at other major railway stations in the city.



Railway Takes Many Steps to Help Apprentices

As per Apprentice Act, in 2016, Railways reserve 20% vacancies (i.e. 20,734 vacancies) for apprentices in 1,03,769 notified vacancies for level-1 recruitment currently under process

As per Apprentice Act, in the year 2016, Indian Railways has reserved 20% vacancies (i.e. 20,734 vacancies) for apprentices in 1,03,769 notified vacancies for level-1 recruitment currently under process.

Recently there have been news reports that the trained apprentices at Railway establishments are demanding regular appointment.

Apprentices are demanding this by asking for restoration of the earlier powers given to GMs which was discontinued in Mar 2017.

It may be noted that regular appointment without any open competition as being demanded by some will be against the Constitutional provisions and GOI rules about regular recruitment. All eligible citizens of country are entitled to compete and apply for the regular jobs. Direct recruitment without any open competition is against the rules.

Further, as per the amendment made in Apprentice Act in 2016, every employer has to make a policy of appointment of Apprentices trained in their establishment. Keeping this in view, Railways has kept 20% vacancies in Level 1 recruitment for such apprentices and give fair opportunity to all.

Position of engagement of Act Apprentices as per extant rule, Railways engages apprentices for providing training in their establishments. Section 22 (i) of Act Apprentices Act, 1961 amended on 22nd December, 2014 provides that, "Every employer shall formulate its own policy for recruiting any apprentice who has completed the period of apprenticeship training in his establishment". In compliance with the above, instru-

- About 11.58 lakh non-gazetted Railway employees are likely to benefit from the decision
- Payment of 78 days' PLB to railway employees has been estimated to be ₹2081.68 crores

ctions have been issued vide Railway Board's letter No.E(NG)II/2016/RR-1/8 dated 21 June, 2016, providing that 20% of the vacancies in case of direct recruitment to posts/categories in Level-1 shall be filled by giving preference to Course Completed Act Apprentices (CCAAs) trained in Railway establishments. During 2018, RRBs have recruited 1288 apprentices in Level-1 posts. Further, 20% vacancies (i.e. 20,734 vacancies) have been kept reserved for apprentices in 1,03,769 notified vacancies for level-1 recruitment currently under process.

It may be noted that RRBs has issued three centralized employment notifications (CEN). CEN 01/2019 (NTPC categories), CEN 03/2019 (Isolated and ministerial categories) and RRC-01/2019 (Level-1 categories) for a total of about 1.4 lakh vacancies for various categories of staff by Railway Recruitment Boards (RRBs). Against these employment notifications, more than 2.40 crore candidates have applied. Ministry of Railways have made requisite preparations for smooth conduct of Computer Based Test (CBT) which is scheduled from 15th December, 2020 onwards as notified earlier. The details of schedule of the CBTs will be uploaded on websites of RRBs in due course separately for these employment notifications. ■

Training of IRPFS Officers now to be Held at SVPNPA, Hyderabad

Training of IRPFS Officers will now be held at SVPNPA, Hyderabad. First phase of training of next batch will be held along with IPS Probationers. This will also ensure better co-ordination and co-operation between IRPFS and IPS officers when they are posted in the field units.

The IRPFS (Indian Railway Protection Force Service) officers are recruited by UPSC through Civil Services Examination in Railway Protection Force (RPF). The batch strength of IRPFS probationers is about 5-6 every year. They undergo Foundation Courses at LBSNAA, Mussoorie and National Academy of Indian Railways (NAIR), Vadodara, besides undergoing professional training at Jagjivan Ram RPF Academy at Lucknow.

Three batches of IRPFS officers, however, were trained alongside IPS officers earlier in 1998 and 1999 but the arrangement was discontinued in subsequent

years. After inter ministerial consultations between Ministry of Railways and the Ministry of Home Affairs, it has now been decided to re-start the initial training of IRPFS Probationers at Sardar Vallabhbhai Patel National Police Academy (SVPNPA), Hyderabad along with the first phase of training of next batch of IPS Probationers (i.e. 73 RR) starting in the winter of 2020.

The training in SVPNPA will equip the IRPFS officers to manage the railway security more effectively and professionally. This will also ensure better co-ordination and co-operation between IRPFS and IPS officers when they are posted in the field units. The increasing significance of railway security in the national security set-up calls for better professional competence of the RPF leadership which will be achieved if they train and work together with IPS officers from the start of their careers. ■

With an Eye on future, **Indian Railway Launches 7 Academic Programs Aimed at Creating Best Skills Sets in Railway Infrastructure Management, Systems & Communication Engineering and Transportation cum Supply Chain Management**

National Rail and Transportation Institute (NRTI), Vadodra has launched 7 new Programmes, 2 B. Tech UG Programmes, 2 MBA and 3 MSc Programmes on core applied sector.

The 2 B Tech Programs are focused on Rail Infrastructure, Rail Systems and Communications Engg. While the MBA programs are focused at Transportation and Supply Chain Management which are of highest priority in the coming years, the MSc Programs are focused on the Systems Engineering and Integration, Systems and Analytics, Policy and Economics which are the core areas the Nation is looking forward to. The MSc Program on Systems Engineering and Integration is offered in association with the University of Birmingham, UK and is highly promising. The international exposure to the students will be unparalleled. These programmes are highly interdisciplinary and application oriented and not being offered by any other Institute in India and thus are unique in their contents. Speaking on the occasion, Shri V.K.Yadav, Chairman & CEO, Railway Board said, 'NRTI has adopted an interdisciplinary approach for research of transport systems - it is bringing together academicians, scientists and engineers from various backgrounds, and plans to leverage its academic and industry partnerships and collaborations. It intends to develop a set of core values — dedication to nation building, commitment to innovation and academic excellence, compassion towards people and society and responsibility towards the environment. It offers project-based learning at Railway establishments. Indian

- National Rail & Transportation Institute (NRTI) launches 7 new Programmes, 2 B. Tech UG Programmes, 2 MBA and 3 MSc Programmes on core applied sector
- The 2 B.Tech Programs are focused on Rail Infrastructure, Rail Systems and Communications Engg
- While the MBA programs are focused at Transportation and Supply Chain Management which are of highest priority in the coming years, the MSc Programs are focused on the Systems Engineering and Integration, Systems and Analytics, Policy and Economics which are the core areas the Nation is looking forward to.
- Of this, the M.Sc Program on Systems Engineering and Integration is offered in association with the University of Birmingham, UK and is highly promising. The international exposure to the students will be unparalleled.

Railways will be at the core of implementing the key features of the programmes. It will serve as an experiential learning laboratory for the student community as well as the faculty development initiatives, thereby creating a distinct character for the University: through a highly experiential and application-based learning approach. The students passing out of these programs as tomorrow's citizens could add great value in nation building."

Unique features of Academic Programmes at NRTI

Name of the Programme	Duration	Unique feature of the programme
BBA in Transportation Management	3 year	<ul style="list-style-type: none"> This is a specialized programme focused on management practices in the context of the transportation sector. The key focus areas of the programme include urban planning models, supply chain management, project management, Sociological Contexts and Transportation and financial models for transportation systems.
BSc in Transportation Technology	3 year	<ul style="list-style-type: none"> This programme focuses on technology and its application in the field of transportation. The key focus areas of the programme include Transportation Technologies of the 21st Century, Vehicle Systems Design, Urban Traffic Management and Control, Hybrid Electric Vehicle Theory and Design and Transportation Systems Design.
B.Tech. in Rail Infrastructure Engineering	4 year	<ul style="list-style-type: none"> The programme intends to develop knowledge and skills for the design and development of rail infrastructure. The key focus areas of the programme include Vehicle Systems Design, Bridge Design and Structures, Safety and Reliability, Geotech, Railway Electrification, and HVAC Systems for Railways.
B.Tech. in Rail Systems & Communication Engineering	4 year	<ul style="list-style-type: none"> The programme develops knowledge and future skills in the domain of rail systems and communication technologies. The key focus areas of the programme include Railway Control Systems Engineering, Computer Networking & Management, Mobile communication, Passenger Information Systems, Big Data & Data Analytics and Artificial Intelligence & Machine Learning.



MBA in Transportation Management	2 year	<ul style="list-style-type: none"> The programme intends to develop skills in designing, organizing, and supervising the transportation systems with a key focus on future sustainability. The key focus areas of the programme includes managing investments of transportation systems, designing multi-modal transportation models, intelligent transportation systems, environmental impact of transportation systems and traffic management & control.
MBA in Supply Chain Management	2 year	<ul style="list-style-type: none"> The programme focuses on the development of key managerial and analytical skills for design, integration and coordination of supply chains at multiple levels for improving the competitiveness of businesses through innovative and dynamic solutions. The key focus areas of the programme include logistics & warehousing systems, supply chain strategy, freight transportation and revenue management.
MSc in Railway Systems Engineering & Integration (International degree programme offered in collaboration with Univ. of Birmingham, UK)	2 year	<ul style="list-style-type: none"> This is a unique programme offered in collaboration with University of Birmingham, UK. The students will study at University of Birmingham in second year. An international exposure will help the student to enhance their learning experience in the domain of railway systems and specific technological challenges involved in engineering designs. The programme has an intention to develop skills and knowledge in railway engineering knowledge, systems integration skills and understanding of the complex interactions between sub systems Specialized courses at the University of Birmingham in areas such as strategic management of railway operations, railway rolling stock systems design, railway traction systems design, railway control systems engineering and railway business management.
MSc in Transport Technology and Policy	2 year	<ul style="list-style-type: none"> The programme addresses key challenges involved in integration of transport technology and policy measures required for a sustainable economic development of the country. The key focus areas of the programme include transportation finance, issues in integrating behavior and policy in transport planning, urban planning models, information policy and multi-modal transportation.
MSc in Transport Information Systems and Analytics	2 year	<ul style="list-style-type: none"> The programme intends to develop advanced knowledge in information systems, data science, and analytics in the context of transportation. The key focus areas of the programme include data models & decisions, information policy, big data and network theory to develop an interdisciplinary perspective.

Freight Figures Continue to Maintain the High Momentum in Terms of Earnings and Loading in the Month of October 2020 for Indian Railways

Freight figures continue to maintain the high momentum in terms of earnings and loading in the month of October 2020 for Indian Railways. On mission mode, Indian Railways' Freight loading for the month of October 2020 crossed last year's loading and earnings for the same period. In the month of October 2020, Indian Railways loading was 108.16 million tonnes which is 15% higher as compared to last year's loading for the same period (93.75 million tonnes). In this period Indian Railways earned ₹10,405.12 Crores from freight loading which is also ₹868.90 Cr. (9%) higher compared to last year's earnings for the same period (₹9536.22 crores). In the month of October 2020 Indian Railways loading was 108.16 million tonnes which includes 46.97 million tonnes of coal, 14.68 million tonnes of iron ore, 5.03 million tonnes of foodgrains, 5.93 million tonnes of fertilizers and 6.62 million tonnes of cement (excluding clinker). It is worth mentioning that a number of concessions/ discounts are also being given in Indian Railways to make Railways Freight movement very attractive. It may be noted that improvements in freight movements will be institutionalized and incorporated in the upcoming zero based time table.

- Loading crosses last year's loading for the same period by 15 % while earning from freight is also 9% higher compared to last year's earnings for the same period
- In the month of October 2020, Indian Railways loading was 108.16 million tonnes which is 15% higher compared to last year's loading (93.75 million tonnes) for the same period
- Ministry of Railways has held meetings with top leadership of iron & steel, cement, power, coal, automobiles and logistics service providers to strengthen and further boost the freight business

Also, to attract new business and incentivise other existing clients, Ministry of Railways has held meetings with top leadership of iron & steel, cement, power, coal, automobiles and logistics service providers. Also, Business Development units at Zonal & Divisional levels and near doubling of freight speed is contributing to sustainable growth momentum inspite of blocked freight services in Punjab. COVID 19 has been used by Indian Railways an opportunity to improve all round efficiencies and performances. ■



Indian Railways Engages RailTel to Implement an HMIS Across its Health Facilities

Indian Railways with the objective of bringing hospital management on a single architecture to prevent pilferage and making operations seamless has entrusted RailTel Corporation of India Limited ('RailTel') with implementation of hospital management information system ('HMIS') an integrated clinical information system for its 125 health facilities and 650 polyclinics across India for improved hospital administration and patient healthcare.

The features of the software extend from customizing clinical data according to the departments and laboratories, multi hospital feature that provide cross consultation, seamless interface with medical and other equipment's and the patients will have the benefit of accessing all their medical records on their mobile device.

RailTel and Ministry of Railways have signed an MOU with regard to the modalities for execution of the work. The open source HMIS software is to be deployed over the cloud.

Speaking on this announcement, Indian Railway Board, Chairman VK Yadav said, "We are embracing digitization across all spheres and are continuously undergoing change. The HMIS platform will be connected to the Unique Medical Identity System.

A Centre of Excellence for Artificial Intelligence (AI) is underway which will drive these technological changes be it artificial intelligence, data analytics or app based services. Our strategic relationship with RailTel has always been based on merit and they continue to help us implement variety of projects such as the Video Surveillance System, E-Office Services, Content on Demand, Wi-fi across major railway stations in India".

Speaking on the occasion of its appointment, RailTel, Chairman & Managing director, Shri Puneet Chawla said "Proof of Concept of the HMIS has already been established by the implementation of the hospital management information system in South Central Railway and a pan India deployment is being considered in a phased manner. Traditional forms of record keeping has its own limitations and we believe that the integration of technology is the only way to achieve scale, cost efficiencies, ease of access besides other benefits."

RailTel offers a diversified portfolio of ICT services and solutions such as MPLS-VPN, Leased line services, TPaaS, E-Office & Data Centre Services, large network hardware system integration, software and digital services. ■

Strategic Alliance with Kerala Tourism Development Corporation (KTDC)

Indian Railway Catering & Tourism Corporation limited (IRCTC), a Public Sector Enterprise under the Ministry of Railways and tourism arm of Indian Railways which provides a range of tourism products and services across the country has decided to join hands with M/s Kerala Tourism Corporation Ltd (KTDC), a public sector undertaking under Government of Kerala operating hotels and restaurants across Kerala and other places. For best utilisation of their strengths and resources both the organizations have decided to work jointly.

IRCTC, partnering with KTDC has launched a bouquet of tour packages within Kerala. These packages, primarily aimed to encourage domestic tourism within the state are being offered from various cities across the state. The packages exclusively use the luxurious properties of KTDC at all exotic locations to explore the greenery, serene beaches, backwaters and other natural beauties of Kerala at a very pocket friendly price.

These packages will be using a fully sanitized vehicle for the tour having been specially designed to make the tourists feel completely at ease, enjoying the

natures gift to Kerala such as marvelous tea plantations at the hill station of Munnar, the exotic wildlife at Thekkady, splendid backwaters of Kumarakom & Alappuzha and mesmerizing beaches of Kovalam. The graceful hospitality at KTDC Hotels adds flavour to the memorable tour packages planned especially for those with an urge for the best.

The packages of varying durations from 2 to 5 nights are attractively priced starting from ₹5,030.

- ₹10,00,000 accidental insurance is complimentary for every tourist availing the package.
- All the above packages qualifies for LTC claims as per Government orders.

For more details, offers, & bookings please visit www.irctctourism.com (or) write to tourismers@irctc.com or contact

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INFOGRAPHICS



- 1 Safety of passengers is our priority: Only reserved trains are being operated to reduce the rush. No unreserved accommodation is available in trains. Waitlisted passengers are not allowed to board trains. Avoid unnecessary crowding at the railway stations. Be cautious, be safe!
- 2 Freight figures continue to maintain the high momentum in terms of earnings & loading in the month of October 2020 for Indian Railways. Loading was 108.16 million tonnes which is 15% higher compared to last year's loading for the same period.
- 3 Beware of the frauds! Stay vigilant against job racketeers or touts who promise jobs at Indian Railways through influence, money and unfair means or with fake appointment letters. Call helpline number 182 to report and/or for guidance.
- 4 Make in India Breaks Pre-COVID Manufacturing Records: Rail Coach Factory, Kapurthala doubled its production and achieved highest productivity of safer LHB coaches in October. It produced 5.88 coaches per day as against 3.08 coaches last year in same period.

PICTURE GALLERY



Shri Piyush Goyal, Minister of Railways held a meeting on 6th November 2020 to review the status of various Railway engineering projects including the upgradation of tracks, construction of bridges & elimination of level crossings. Brainstormed ways to complete them in an efficient & timebound manner.



Commemorating the Birth Anniversary of Sardar Vallabhbhai Patel, Rashtriya Ekta Diwas Pledge was administered by Shri Piyush Goyal, Minister of Railways to all railwaymen on 31st October, 2020.



Shri Piyush Goyal, Minister of Railways held a meeting on 2nd November, 2020 to review the progress of Dedicated Freight Corridor (DFC). Also, deliberated ways to further speed up the ongoing DFC works and complete them in an efficient & time-bound manner.



RPF has launched 'Meri Saheli' initiative for the security of lady passengers during train journey. During the journey, RPF staff is counselling lady passengers about the use of Helpline no.182 & Security Control in case of emergency.



Enhancing Exports between India and Bangladesh, Railways loaded 108 tractors from Nagpur in Maharashtra to Benapole in Bangladesh. By offering safe, economical, swift & convenient logistics, Railways has emerged as a preferred mode of freight transportation.



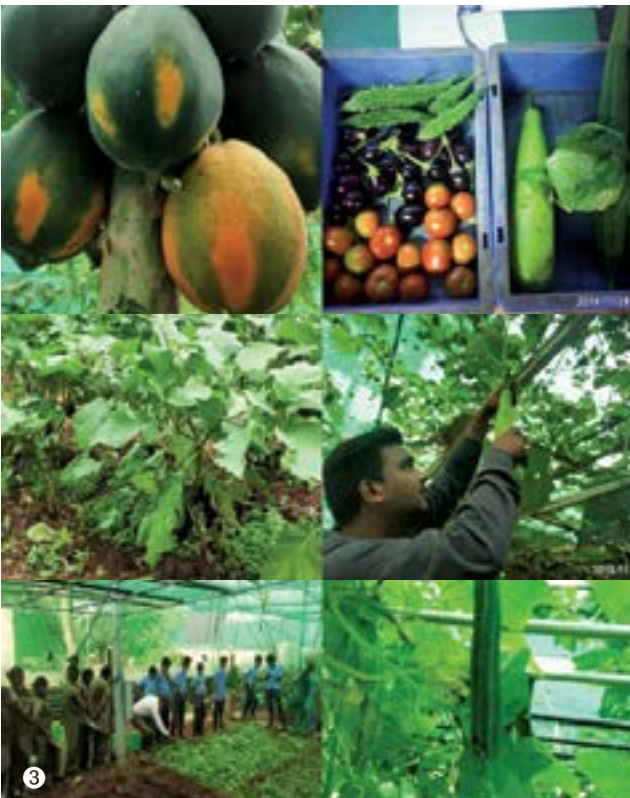
Indian Railways' Rail Wheel Factory(RWF) creates history; rolls out 40th lakh wheel.



Chennai Egmore (SR) gets a facelift! The entrance of Chennai Egmore is embellished with Aesthetically pleasing Vinyl stickers depicting the station's architecture, iconic places and beauty of nature.



Station Beautification is an ongoing process in Indian Railways: In this series, beautiful paintings done at Borivali, Malad, Santacruz stations in Mumbai Suburban is a delight to eyes.



- ① Indian Railways transporting essentials for dairy farmers! Milk transported through 'Doodh Duronto' from Renigunta, Andhra Pradesh to Delhi has crossed 4 crore liters mark.
- ② Efficient Utilisation of Resources: In a novel initiative, an idle rake of passenger coaches is being used for carrying parcels from Vasco da Gama in Goa to Nagpur in Maharashtra. The train carried total 166 tonnes of food products.
- ③ The organic garden developed and maintained by Central Workshop, Mysuru. In this organic garden, vegetables and fruits are being grown by using organic farming method.
- ④ 24x7 Ready to Help farmers & Businesses: Railways loaded 2,430 metric tonnes of sugar from Haveri, Karnataka to Shalimar, West Bengal.



PICTURE GALLERY



An Inside View of recently inaugurated Phoolbagan Metro Station, Kolkata



A DIWALI Night View of CSMT, Railway Station, Mumbai
The first train of India started on 16 April 1853 from here (then called 'Bori Bunder')

Vigilance Awareness Week - 2020

The Central Vigilance Commission observes the Vigilance Awareness Week from 27th October to 2nd November, 2020. This is observed every year during the week in which the birthday of Sardar Vallabhbhai Patel (31st October) falls. This awareness week campaign affirms our commitment to promotion of integrity and probity in public life through citizen participation.

In 2020, the Vigilance Awareness Week was observed from 27th October to 2nd November, 2020 with the theme, 'सतर्क भारत, समृद्ध भारत' - Satark Bharat, Samridh Bharat (Vigilant India, Prosperous India)". This theme was finalized after putting the suggestive themes on the website and obtaining the opinion of Chief Vigilance Officers on the proposed theme for the year.

Central Bureau of Investigation hosted a National Conference on Vigilance and Anti-Corruption (27-29th October, 2020) which was addressed by Prime Minister Shri Narendra Modi on 27th October, 2020 at 5 p.m. during the Vigilance Awareness Week was webcast live and all organizations / departments of Central Government could watch the live webcast.

All Organizations have been advised to strictly adhere to extant Covid-19 prevention guidelines such as wearing masks, 'Do Gaj ki Door' and washing one's hands at all locations and events. In addition, all Organisations have been directed to strictly adhere to the economy measures issued by the Ministry of Finance.

The Commission requested all Central Government Ministries / Organizations to conduct activities relevant to the theme both within their organization, and outreach activities for public/citizens:

- Use organizational website for dissemination of employees/ customer oriented information and to make available avenues for redressal of grievances.
- Conduct various outreach activities for dissemination of anti-corruption message and stressing the necessity of vigilant India as essential for a prosperous India. Online modes to be extensively used.
- Extensive use of social media platforms, bulk SMS/E-mail, Whatsapp, electronic and print media etc. for spreading awareness.

South Eastern Railway Observes Vigilance Awareness Week to Eradicate Corruption



Vigilance Awareness Week was observed at South Eastern Railway Headquarters, Garden Reach, Kolkata and its four Divisions viz. Kharagpur, Adra, Ranchi and Chakradharpur from 27th October to 2nd November, 2020.

Sri Sanjay Kumar Mohanty, General Manager, South Eastern Railway administered Integrity Pledge to all Principal Heads of the Depa-

rtments, Senior Officers and staff of SER Headquarters through Virtual Media on 27 October, 2020. A series of events on the theme 'Vigilant India - Prosperous India' were organised. Outreach programmes were conducted in Headquarters, four Divisions and various units of South Eastern Railway by displaying Virtual Posters, Short Films, SMS Campaign, Radio Jingles etc. On the concluding day i.e. 2nd November, 2020, Shri Sanjay Kumar Mohanty, General Manager, South Eastern Railway virtually released a Vigilance Bulletin (Digital) named 'Maryada'.

As a part of this week-long programme, two online Quiz Contests were organised by Vigilance Department on 2 November, 2020. One Quiz Contest was held on Railway Establishments with online participation of Railway Officers and Staff and other Quiz Contest on general knowledge was held with online participation of wards of Railway Employees. The different programmes during the week were organised under the guidance of Sri Sankarsan Nayak, Senior Deputy General Manager & Chief Vigilance Officer, S E Railway. Shri Nayak advised all officers and staff to remain vigilant in order to uphold integrity in all spheres of activity. The week-long programme was organised virtually due to Covid-19 pandemic keeping in view the health protocols. ■



Shri Sanjay Kumar Mohanty virtually releasing a Vigilance Bulletin (Digital) named 'Maryada', as a part of Vigilance Awareness Week

'Vigilant India, Prosperous India' (Satark Bharat, Samridh Bharat)



The Vigilance Awareness Week for the year 2020 was kicked off by Northern Railway at its headquarters, Baroda House, New Delhi on 27 October, 2020. Due to unprecedented circumstances this year owing to the lockdown/restrictions imposed in the wake of COVID-19 pandemic, the awareness week is being celebrated this year through online medium.

The week is observed by all government bodies and seeks to spread awareness about the necessity of honesty and uprightness. The theme of the week this year is 'Vigilance India, Prosperous India'.

The second day of the week witnessed an online vigilance seminar organized on 28 October, 2020 at Baroda House. Shri Sanjay Kothari, Central Vigilance Commissioner was the Chief Guest on this occasion, also attended by Shri V.K. Yadav, Chairman and CEO, Railway Board and Principal Executive Director/Vigilance, Shri Ashutosh Gangal, new GM/NR alongwith other dignitaries of Railway Board and Northern Railway. Speaking on this occasion, the Central Vigilance Commissioner expressed happiness on the large number of digitalization initiatives of Indian Railways to bring about greater

transparency which place them as pioneers of technology.

A presentation regarding the crux of the in house discussions on increasing transparency was made by Pr.ED/Vigilance enumerating the overall achievements of Railway Vigilance. This was further followed by a short film shown by Northern Railway Vigilance Deptt. on various activities undertaken by Railways to combat COVID-19 thereby rendering significant contribution in serving the public during the malady.

As a part of the ongoing Vigilance Awareness Week, 2020, in an unprecedented move, a Computer Based Testing (CBT) Centre was inaugurated online at Ambala followed by online award distribution to employees for displaying transparency and honesty in day to day working. Subsequently, Northern Railway Vigilance, led by Smt. Chandrlekha Mukherjee, SDGM displayed Do's and Don'ts day to day working on the website of Northern Railway and simultaneously deliberated the significance of preventive checks conducted by Vigilance as an act of deterrent. Speaking on the occasion, the Central Vigilance Commissioner expressed satisfaction over good work done and efforts made by Railways to bring change in the mindset of employees. ■

Vigilance Awareness Week at Rail Wheel Factory, Bangalore



To mark the beginning, integrity pledge was administered by Shri Rajiv Kumar Vyas, General Manager, for being transparent, and vigilant to fight against corruption in all official works. During the week, talks on 'Awareness and Vigil on Cyber Crime', 'Common mistakes made while dealing with Stores tenders' and 'Vigilance aspects in government working' were organized. Considering the pandemic situation, all sessions were held online in which PHODs, HODs other officers and staff participated

to gain knowledge in the field. Online essay writing and drawing competition were held for children of schools around Yelahanka.

Essay writing on the topic 'Ways to ensure and implement transparency and accountability in corruption prone areas in your view' and Quiz competition to spread awareness on rules and regulations were organized for the employees of RWF.

A short film 'Surrender' enacted by RWF employees was also screened during the week.

A mime show against corruption filmed by RWF Scouts wing was also screened. Students of KV /RWF presented a short film based on corruption seen in daily life and means to tackle it.

Valedictory function was held on 02 November, 2020. Shri Rajiv Kumar Vyas, General Manager and Chief Guest of the day, addressed the gathering and awarded the winners of competitions held and felicitated the participants of short films. He also released Vigilance e-Bulletin during the function. Shri Arvind Srivastava, Chief Vigilance Officer, other HODs and awardees took part in the function organized. ■



Shri R K Vyas released the Vigilance e-bulletin

Vigilant India – Prosperous India Held by SCR



SCR

Vigilance awareness Week–2020 was observed by South Central Railway from 27th October to 2nd November, 2020. On this occasion, a Webinar on ‘Vigilant India, Prosperous India’ was held on 27th October, 2020 in which Officers and staff participated in large scale across the Zone.

Shri Swami Bodhamayananda, Director, Vivekananda Institute of Human Excellence, Ramakrishna Math, Hyderabad was the Chief Guest, Dr. Jayaprakash Narayana, General Secretary – Founder for Democratic Reforms & Founder – ‘Loksatta’ and Prof. M. Sridhar Acharyulu, Acting Dean, School of Law, Bennett University were the Guests of Honour. Shri Gajanan Mallya, General Manager, South Central presided over the program. Shri B.B. Singh, Additional General Manager and Ms. Chandrima Roy, Senior Deputy General Manager & Chief Vigilance Officer, SCR also participated.

Speaking on the occasion, Swami Bodhamayananda stated that the society is passing through an unprecedented transition, the Covid-19 pandemic situation is affecting every field of life and it has changed the work culture also. Listen to good things, speak what is good and do what is useful and make our life fruitful, peaceful and meaningful. He opined that the society requires personalities like light houses to guide the youth and people in right direction. Time has come for human excellence and to become great instruments of change. The concept of Vigilant India –prosperous India has been there in our ancient scriptures as well as ancient culture also, but the real challenge is Prosperity within a human being. He delivered a discourse on Indian value system and its impact on morality.

Dr. Jayaprakash Narayana emphasized on the importance of practical measures to be taken for eradication of corruption. He appreciated the implementation of reforms by using information technology and arresting corruption to serve people better. Introduction of Computerized ticket booking has paved the way for transparency and facilitated all the passengers. He stated that corruption undermines productivity, it does not provide us a level playing field. Institutional mechanisms need to be developed to eradicate corruption from society. In Common social

perception corruption is growing but fact is that corruption is on the decline, Monopoly leads to corruption and transparency will arrest corruption, he stated.

Prof. M. Sridhar Acharyulu spoke on the importance of Indian Culture and Value system in shaping conduct of citizens. He stated that Indians are influenced by Six Vedas in their life; apart from four ancient Vedas, Mahabharat is considered as Panchama (fifth) Veda and the sixth Veda is Indian Constitution.

Shri Gajanan Mallya, General Manager quoting Mahatma Gandhi, the Father of the Nation, stated that mother earth provides enough to satisfy every man’s needs, but not every man’s greed. Efforts cannot be successful without active participation of one and all, the object of celebrating this week long vigilance awareness week is to bring awareness among the staff to curb corruption. The emphasis should be on system improvements rather than punishing employees. If Transparency and Accountability is improved with the implementation of technological advancements, we can eliminate corruption in developing societies. In this direction SCR is in the forefront of implementing the e-office, and e-tendering modules etc., He also elaborated on the positive attitude towards work, individual responsibility and maintaining integrity in day to day life. The General Manager also detailed on various checks/complaint investigations carried out by the department and the recoveries made.

The Chief Guest and other dignitaries released ‘ANIMISHA’ a Vigilance Bulletin of South Central Railway brought out on the occasion and a digital copy of the Bulletin was posted on the SCR website. Shri Gajanan Mallya announced the awards to the winners in painting and elocution competitions. Ms. Chandrima Roy, Sr. Deputy General Manager & CVO of South Central Railway presented welcome address and gave an account of the activities of the Vigilance department during the year and stressed upon good practices and commitment towards integrity to keep away from corruption.

Vigilance Awareness Day pledge administered

A Pledge was administered by Sri Gajanan Mallya, General Manager at the Zonal headquarters on 27th October, 2020 at Rail Nilayam, Secunderabad and by the respective heads at other offices across the zone. ■

Vigilance Awareness Week-2020 Concluded at ECoR



The week-long vigilance awareness week concluded today. On this occasion, East Coast Railway General Manager Shri Vidya Bhushan, Additional General Manager Shri Sudhir Kumar, Senior Deputy General Manager and Principal Heads of Departments, attended the concluding function. The General Manager handed over Certificates and Prizes to the wards of

employees for their outstanding performance in On-The-Spot Essay and Debate & Painting Competitions. To mark Vigilance Awareness Week-2020, the Vigilance Wing of East Coast Railway organized these competitions to increase awareness of the employees and rail users and also to bring out transparency which would ultimately help in serving in a fair and effective manner. Shri H. K. Dutta, Chief Vigilance Officer of East Coast Railway coordinated the function. ■

Metro Railway Observed Vigilance Awareness Week



Metro Railway, Kolkata observed Vigilance Awareness Week from 27th October to 2nd November, 2020. The theme of the Vigilance Awareness Week, 2020 was 'Vigilant India, Prosperous India (Satark Bharat, Samridh Bharat)'.

As part of this programme, Shri S.K. Srivastava, Additional General Manager administered the Integrity Pledge to the officers and staff of Metro Railway at Metro Rail Bhavan on 27 October, 2020 in order to maintain probity and rule of law in all walks of life. Integrity Pledge was also administered at other offices of Metro Railway on that day.

Shri Manoj Joshi, General Manager, Metro Railway released Vigilance e-bulletin 2020 on 28 October, 2020.

Shri Joshi advised all Metro officers and staff to follow the laid down rules, regulations and procedures and be vigilant against corruption while performing duties.

Presiding over a virtual meeting organized on the occasion of Vigilance Awareness Week, he advised all to act in public interest.

He said a corruption-free society would definitely lead to all around development and prosperity in the country.

During the Vigilance Awareness Week, a quiz contest was organized on 29 October, 2020 in order to increase the awareness of Metro staff about corruption. A grievance camp was also organized on 2 November, 2020 with an aim to creating awareness about corruption among the Metro commuters as well as staff. ■

CR-Vigilance Awareness Week – E-Launch of Awareness Videos by GM, CR



Shri Sanjeev Mittal, General Manager, Central Railway e-launched animated videos on 29 October, 2020 as a part of the Vigilance Awareness Week being observed over Central Railway from 27th October to 2nd November 2020.

These videos are an inhouse creation, made by Central Railway Vigilance team to help create awareness about corruption. They will be sent to all divisions and workshops over Central Railway to be played on stations and work premises.

Shri S.K. Pankaj, Senior Deputy General Manager & Chief Vigilance Officer and Other Senior Officers of Central Railway were also present during the occasion.

A Zonal level debate competition was also organised in which winners of Headquarters, Divisions and Workshops participated.

The day also featured an online inter-active session of Vigilance Officers and Inspectors from various departments of Central Railway with their counterparts in Northeast Frontier Railway. Around 40 Officers and Inspectors actively participated in this session wherein case studies and methods for improvement of the working system were shared.

Central Railway is conducting various activities with zeal and enthusiasm to achieve the Chief Vigilance Commission's objective to eliminate corruption from public life. Various activities like Online Seminar, Quiz Competition, Slogan Competition, Hindi Essay Competition, Debates and Staff Grievances Redressal Camps have been organised in the past two days as a part of the Vigilance Awareness Week in which there has been active participation by Officers and Staff of Central Railway.

Integrity Pledge' & Distribution of Awards by GM CR

Shri Sanjeev Mittal, General Manager, Central Railway administered the 'Integrity Pledge' on 27 October, 2020, on the occasion of Vigilance Awareness Week being observed on Central Railway from 27th October to 2nd November 2020 at Chhatrapati Shivaji Maharaj Terminus. Shri S.K. Pankaj, Senior Deputy General Manager & Chief Vigilance Officer, Principal Heads of Departments, Divisional Railway Managers of all five divisions and officers of Central Railway joined through Web link. An Online Seminar was also organised as a part of the Vigilance Awareness Week.



Shri S C Dharmadhikari, Retd Justice Bombay High Court chaired the session as Chief Guest of the Seminar and spoke on 'Vigilant India, Prosperous India'. Shri Sanjeev Mittal, General Manager, Central Railway delivered the inaugural address. The Seminar ended with an interactive session with Principal Heads of Departments, Divisional Railway Managers and Other Officers. Shri S K Pankaj, Senior Deputy General Manager & Chief Vigilance Officer, Central Railway, presented the vote of thanks.

Shri Sanjeev Mittal, General Manager, Central Railway gave away awards to winners of various competitions at the concluding function of Central Railway Vigilance Awareness Week on 5 November, 2020 at the GM's Conference Room, Chhatrapati Shivaji Maharaj Terminus.

These competitions were organised as a part of the Vigilance Awareness Week on Central Railway.

Shri Mittal in his address appreciated the work done by the Vigilance Team in organising such a successful event, most of which was online and strictly following the Covid protocol. The General Manager also unveiled 'Subodh' an inhouse Vigilance Bulletin.

Earlier, Shri S.K. Pankaj, Senior Deputy General Manager & Chief Vigilance Officer, Central Railway welcomed the General Manager and presented the Welcome Address. A Theme song on Vigilance – 'Satark Bharat – Samridh Bharat' was presented and a short presentation on activities conducted during the Vigilance Awareness Week was also made.

Vigilance Awareness Week was observed over Central Railway from 27th October to 2nd November 2020 and as a part of the Awareness Week, Central Railway conducted various activities with zeal and enthusiasm to achieve the Chief Vigilance Commission's objective to eliminate corruption in public life. ■

Vigilance Awareness Week observed



Vigilance Awareness Week was observed throughout Northeast Frontier Railway from 27th October to 2nd November, 2020 with the theme 'Vigilant India, Prosperous India'. Various programmes were held across N.F. Railway to create awareness about need of vigilance amongst the Railway employees and general public. The programmes started by administering 'Integrity Pledge' to the staff & officials of N.F. Railway at Maligaon Headquarter by the General Manager, Shri Sanjive Roy. All the five Divisions of N.F. Railway i.e. Katihar, Alipurduar, Rangiya, Lumding and Tinsukia also observed the week with various programmes like Webinars, Nukkad Natak, Sangoshtis etc. ■



OPERATION MY SAHELI

ऑपरेशन मेरी सहेली
महिला सुरक्षा हेतु विशेष टिम

MERI SAHELI

INITIATIVE BY INDIAN RAILWAYS

Initiative Taken for Focused Action on Security of Women Travelling in Trains

With a view to providing focused attention on security of women rail passengers particularly those traveling alone, a new initiative named 'Meri Saheli' has been launched by Indian Railways on 29th October in the entire country across all the Zonal Railways.

The strategy involves interaction with all women passengers especially those travelling alone by a team of RPF Personnel at the originating station. The RPF Personnel brief the lady passengers about all precautions to be taken during the journey.

They are also advised to immediately dial 182 in case they face any difficulty. The seat number of

the concerned passenger is conveyed to the RPF teams at all stoppages enroute.

The platform duty RPF Personnel at every stopping station enroute keep unobtrusive watch on the concerned coaches/berths and interact with the lady passengers in case such need is felt.

The RPF team at the destination station collect the feedback forms from the identified women passengers. The feedback is then analyzed for corrective action, if any. Disposal of distress calls from any lady passenger is monitored at the level of senior officers.

The operation is gradually gathering momentum.



'Meri Saheli' for Security of Lady Passengers Travelling Alone

To provide security to lady passengers travelling alone in trains for their entire journey from originating to destination stations, as per guidelines of Railway Board, 'MERI SAHELI', an initiative for focused action on security of lady passengers, has been implemented over Sealdah Division w.e.f. 20 October, 2020. RPF team consisting of two lady Sub-Inspectors and two lady Constables has been formed at Sealdah Railway station on 20 October, 2020 to assist the lady passengers travelling alone. The team, before departure of the train, will enter in all passenger coaches including ladies' coaches and identify the lady passenger travelling alone, details to be taken about their journey and share landline as well as mobile number of security control room. Lady passengers will also be made aware of Security Helpline Number – 182 in case of any need. The team after collecting the seat/berth number will relay the same to security control room for onward dissemination of information to the stations enroute falling in its jurisdiction.



The Divisional Control Room will convey the coach/berth number of the lady passengers travelling alone to the next Divisional Control Room. The process will be repeated till the train reaches the destination.

Thus, 'MERI SAHELI' will ensure safety & security of the lady passengers travelling alone during the journey. This system is being implemented gradually over all Divisions of ER. ■



Operation 'Meri Saheli' for Security of Women Travelling in Trains

Indian Railways has launched 'Meri Saheli' initiative for focused action on security of women across all zones with an objective to provide safety and security to lady passengers travelling by trains for their entire journey from starting station to destination station. In view of this, 'Meri Saheli' project has been launched in East Coast Railway since 17th October, 2020 for security of women passengers travelling alone in trains and New Delhi bound Special Rajdhani Express from Bhubaneswar was attended first in ECOR jurisdiction.



Visakhapatnam Special trains are being attended by Meri Saheli Team enroute. East Coast Railway has engaged 226 RPF personnel to form 7 such teams at various important Stations like Khurda Road, Bhubaneswar, Puri, Visakhapatnam, Sambalpur, Balangir and Cuttack over its jurisdiction to handle this project.

A google link has also been shared to all the Stations to upload the data of attending to the women passengers. Till now, altogether, 1085 number of women passengers travelling alone in trains have been attended and made aware about drugging & snatching and

taking care of their luggages, etc.

Altogether seven Special trains are being manned by Meri Saheli Team that includes Bhubaneswar-New Delhi Rajdhani Special, Bhubaneswar-Mumbai Konark Special, Puri-Durg Special, Puri-Howrah Daily Special, Visakhapatnam-New Delhi Special AP Express, Balangir-Bhubaneswar Special and Sambalpur-Puri Special trains. Apart from this, Puri-New Delhi-Puri Purusottam Special Express, Puri-Ahmedabad Special, Howrah-Secunderabad Falaknuma Special, Howrah-Yesvantpur Durgam Special, Shalimar-Secunderabad AC Special, Howrah-Bhubaneswar Jan Shatabdi Special, Howrah-Trichirapalli Special and Korba-

Meri Saheli Teams are not only attending the women passengers for their security, but also making them aware of the precautions to be taken to restrict the spread of Corona Virus and to follow Covid-19 appropriate behavior during train journey. Women passengers are being encouraged to contact Helpline Number 182 in case of any untoward situation so that security personnel will be in touch at the earliest. Women passengers have praised this 'Meri Saheli' initiative taken by the Indian Railways. ■



North Central Railway Launched Operation Meri Saheli

Meri Saheli initiative has been taken for focused action on security of women travelling in trains. This Operation is gathering momentum across all Divisions of NCR

North Central Railways has launched 'Meri Saheli' initiative for focused action on security of women across all three divisions of NCR i.e. Prayagraj, Jhansi and Agra with an objective to provide safety and security to lady travellers for their entire journey from starting station to destination station.

An initiative of RPF, the Strategy is to interact with lady passengers especially those travelling alone by a team of young lady RPF personnel at the originating station. These lady passengers are briefed about all precautions to be taken during the journey and advised to dial 182 in case they face or see any security related problem during the journey. In case any problem is reported related to women, all possible help is provided by the Railways to address their concern on real time basis.

The RPF team collects the seat numbers of the lady passengers and conveys them to stoppages en-route through control. The platform duty RPF personnel at the stopping stations en-route keep watch over the concerned coaches and berths and if need arises, interact with the lady passengers. RPF/RPSF escort



onboard also covers all the coaches/identified berths during its duty period. Under this program, the drive is being carried out in 8 pairs of originating trains and 67 passing trains over North Central Railway.

RPF teams at the destination collect the feedback from the identified lady passengers. The feedback is then analysed and corrective action, if any, is taken. If some distress call comes from a train covered under 'Meri Saheli' initiative, the disposal of the call is monitored at the level of senior officers.

The 'Meri Saheli' initiative is getting encouraging response from lady passengers. ■



'Meri Saheli' Initiative Launched for Enhancing Security of Female Passengers

Railway Protection Force of N. F. Railway has Launched an Intensive Awareness Drive called 'Meri Saheli' Aiming to Ensure Better Security for Female Passengers. The initiative was started with Train No. 05955 Dibrugarh – Delhi Special on 20th October, 2020.

To provide proactive security to female passengers, teams of lady Constables led by an Inspector have been formed at the Divisions. The teams interact with the female passengers at originating and way side Railway Stations and brief them about all precautions to be taken during journey. The passengers are informed about RPF Help Line No.182 for emergency. Mobile number of Security Control of respective divisions is also shared with the female passengers. They are requested to dial the number if they face any security related problem in their coaches. The train escorting



party are given details of female passengers and after completion of escorting duty they are asked to submit a report. ■



Launches Operation Meri Saheli



South Central Railway has launched 'Meri Saheli' initiative over the zone for a focused action to ensure security of women, especially those travelling alone. The initiative has been launched with an objective to provide safety and security to lady passengers travelling by trains for their entire journey.

South Central Railway identified 08 important trains plying over the jurisdiction and organized Meri Saheli Campaign to increase awareness amongst women passengers. The strategy of this operation is to interact with lady passengers by a team of young lady Railway Protection Force (RPF) Sub Inspectors/Staff at the originating station. During the specially organized campaigns, the lady passengers are briefed about all the precautions to be taken during the journey and are advised to dial 182 in case of any emergency.

The RPF team collects only the seat numbers of the lady passengers and conveys them about the stoppages en-route. The platform duty RPF personnel at the stopping stations en-route keep an obtrusive watch over the concerned coaches and berths and if need

arises, interact with the lady passengers. Onboard RPF/RPSF escort will also cover all the coaches/identified berths during their duty period. Further, RPF teams will also collect the feedback from the identified lady passengers at the destination stations. If some distress call comes from any lady passenger travelling in the train covered under 'Meri Saheli' initiative, the disposal of the call is monitored at the level of senior officers of the concerned division. The details of the Trains on which 'Meri Saheli' initiative is being implemented is given below:

Train No	Name	From	To
07202	Golconda Express	Secunderabad	Guntur
02778	Godavari Express	Hyderabad	Visakhapatnam
02793	Rayalaseema Express	Tirupati	Nizamabad
02715	Sachkand Express	H.S. Nanded	Amritsar
01142	Nandigram Express	Kinwat	CSMT
07201	Golconda Express	Guntur	Secunderabad
07225	Amaravati Express	Vijayawada	Hubbali
02785	Mysore Express	Kacheguda	Mysore

In addition to the above nominated trains, nominated Trains of other zones under 'Meri Saheli' program and passing through SCR are also being attended by RPF personnel of the zone. Shri Gajanan Mallya, General Manager, SCR complimented the RPF personnel for implementing the 'Meri Saheli' initiative and organizing the focused campaigns to educate the women passengers about security precautions to observed while travelling. He emphasized that Security of the women passengers shall be given utmost priority. He advised the RPF personnel to stay alert and vigilant to protect the women passengers when they make any distress call and prompt action should be taken against the culprits involved. ■



Launches 'Meri Saheli' Initiative in Trains to Provide Round the Clock Safety to Women Passengers

Western Railway has always come up with great initiatives to support the 'Nari Shakti'. Right from introducing the 1st ever dedicated 'Ladies' Special' train in the world or setting up Baby Feeding Centers at stations to providing CCTV cameras & talk-back system inside ladies coaches, women passengers have always been a priority for the Railways. Continuing in this series, Western Railway has now started another great initiative named 'Meri Saheli' to provide more safety and security to women passengers during their entire journey. The objective of the 'Meri Saheli' initiative is to provide more safety and security to lady passengers travelling by trains in their entire journey from originating station till destination station. Under the initiative, a team of lady officer and staff is formed. The team will visit all the passenger coaches including ladies coaches to identify women passengers. Details of their journey like coach number & seat number will be noted down by the team, especially if a lady is travelling alone in the train. The passengers will be

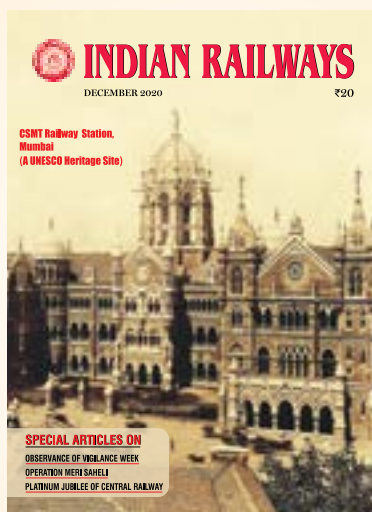
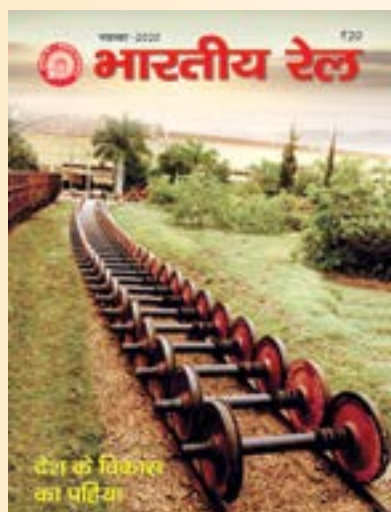


The RPF team can be seen giving a brief to a lady passenger on security measures & helpline numbers in case of an emergency

briefed about RPF Security Helpline No. 182, GRP Security Helpline No. 1512 and other precautions, for example, not to take food from strangers, buying food from IRCTC authorized stalls only & taking care of luggage. The team will also advise them to feel free to contact the train escort party and dial 182 in case of any emergency. The details of the passengers will be conveyed to enroute Divisions & Zones to meet the passengers at their convenience till they reach their final destination. At the end of the journey, a feedback

will be collected from the lady passengers regarding their journey experience and safety measures taken. This unique initiative has primarily been introduced in two trains, i.e, Train No. 12955 Mumbai Central-Jaipur Superfast Express and Train No. 02925 Bandra Terminus-Amritsar Special train. The 'Meri Saheli' initiative will not only provide safety & security to women passengers, but will also provide them mental peace and a comfortable & happy travelling experience. ■

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Central Railway
70
YEARS



Central Railway Enters Platinum Jubilee Year

The Beginning

Central Railway the successor to GIP Railway enters the platinum jubilee year on its formation day on 5.11.2020.

Central Railway has the great distinction of having performed some of the most stupendous feats of the age in the first 10 years. It opened the door to the heart of India by penetrating the formidable barrier of the Western Ghats and constructing famous Bhor and Thul ghat inclines, thus providing easy transport from the Port of Mumbai to the rich plateau of the Deccan.

Immediately following the opening of the line to Thane was started one of finest feats of railway construction ever undertaken in India. An army of labourers was kept employed in cutting a way through the Bhor and Thul ghat passes; thirty-eight tunnels had to be bored and fourteen viaducts constructed which took 10 years to complete. The chief feature to be noted about work carried out in the 1850s was that modern pneumatic plant was then unknown. Compressors, rock drills and such machinery had not been heard of, and all the drilling and blasting had to

be done by hand. At the peak period 42,000 men were employed of whom over 10,000 were drillers. Their achievements were regarded as a remarkable feat of railway engineering survey and construction.

The first train in Asia (and India) ran between Mumbai and Thane on Saturday, April 16, 1853 at 3:35pm. The day was declared a public holiday. Bori Bunder, the point of departure was thronged by a multitude, and bands played and guns were fired from the Fort's ramparts, when at the signalled moment, there steamed out from a tiny wooden station, the little train hauled by three engines that heralded the dawn of the Railway Era in India.

Expansion

Central Railway spread its network into the central, northern, north-eastern and south eastern regions. The main north-east route, passing through the states of Maharashtra, Madhya Pradesh, Uttar Pradesh forms a link with the historic cities of Jhansi,





Agra and Delhi, while a short branch from the main route to Kolkata connects with the sacred city of Prayag (Allahabad). Taking off from the same route, from west to east across the heart of the country is the line from Bhusaval to Nagpur. The south-east line traverses via Raichur to Chennai and Vijayawada in the east.

This vast system, penetrating the Sahyadri and Vindhya mountain ranges and spanning some of the major rivers viz. Krishna, Tapti, Godavari and Narmada, passes through a terrain of an infinite variety. Thus, thorough connection from Bombay was obtained to almost all parts of India. The route mileage of the G.I.P. Railway was 3600.

As the years passed, the GIP Railway, predecessor of Central Railway expanded. With the merger of the Indian Midland Railway Company with GIP Railway in 1900, its frontiers were extended from Delhi in the North, Kanpur and Allahabad in the Northeast and Nagpur in the East to Raichur in the Southeast.

On 5th November 1951, Central Railway was formed by integrating Nizam State, Scindia State and Dholpur State Railways, with GIP Railway.

Nizam's State Railway was among the earliest railway lines to be constructed in India. The first section of this railway from Wadi to Secunderabad, was constructed in the 1870s. When integrated with Central Railway, it had 688 miles of Wadi-Secunderabad-Vijayawada, Dornakal to Singareni Collieries, Karepalli to Bhadrachallam Road, Kazipet to Balharshah and Vikarabad to Parli-Vajinath broad gauge sections and 774 miles of Secunderabad-Manmad, Purna-Hingoli, Mudkhed-Adilabad, Secunderabad-Dronachallam and Parbhani-Parli-Vajinath meter gauge sections.

Scindia State Railway also known as Gwalior Light Railway came into existence under very interesting circumstances. According to his wishes, the Maharaja of Gwalior who had a fancy for steam locomotives, half a mile of track was laid within the precincts of his palace and a miniature two feet gauge locomotive was ordered from England. From this small beginning the

railway grew in size and at the time of integration it had a total mileage of 294.

Dholpur State Railway was constructed by Maharaja of Dholpur. The first section from Dholpur to Bari was opened for traffic in 1908. The necessity for the transport of red stone for the construction of Imperial Delhi helped the development of the Dholpur State Railway and by the year 1924 its mileage had grown to 55.

Modern Times

Central Railway suburban network has played a pioneering role in socio-economic growth of the city of Mumbai and also heralded the advent of mass rapid transit system in India. Central Railway has come a long way since then and now it has a vast network of 4151.93 route km traversing through the states of Maharashtra, Madhya Pradesh and Karnataka. Mumbai Suburban Network of Central Railway is one of the largest networks in the world carrying approx. 4.5 million passengers every day.

In October 1966, one more railway viz. South Central Railway was formed by merging Solapur Division from CR and Secunderabad, Hubballi, Vijayawada Divisions from SR. On 2nd October 1977, Solapur Division was merged with CR and Guntakal Division from SR was included in South Central Railway.

Later in 2003, seven more zones were created wherein, Jabalpur and Bhopal Divisions of Central Railway were included in West Central Railway and Jhansi Division was included in North Central Railway.

As on date, CR has 5 divisions viz. Mumbai, Bhusaval, Nagpur, Solapur and Pune with a network of 466 stations. Presently, in the fight against corona pandemic, Central Railway is playing a crucial role by transporting various commodities across the Nation and ensuring the supply chain. Central Railway is committed to ensure the safety and security of the esteemed passengers and also of Railway family. ■



Western Railway Celebrated 70th Foundation Day with Elegance & Glory

Western Railway celebrated its 70th Foundation Day on 5th November, 2020, with elegance & glory over the entire WR, along with reiteration of the commitment for best services always for its valued customers. On this historical day several railway stations, Headquarter and Divisional buildings and Heritage Locomotives were specially decorated with beautiful lights, planting of saplings at HQ & Divisional offices were carried out as a noble & environment friendly gesture. To commemorate this special event & in order to highlight the rich & glorious past of WR, a special media campaign was also launched. As a part of this campaign, small videos on heritage of WR & web cards on places of pilgrimage over WR area were shared over various social media platforms. On this glorious occasion, Foundation Day ceremony was organised, which was live streamed on YouTube. This ceremony was graced by Shri Alok Kansal- General Manager of Western Railway & Mrs Tanuja Kansal- President of Western Railway Women's Welfare Organisation.

To mark this historical occasion, 70th Foundation Day function was organised at Rail Nikunj hall of Mumbai Central station in the evening of 5th November, 2020. In the beginning of this function, Shri Alok Kansal, GM/WR, Smt Tanuja Kansal – President of Western Railway Women's Welfare Organisation (WRWWO), Shri Alok Kumar, Addl. GM/WR & Smt Vanita Jain, VP/WRWWO jointly lit the lamp. Shri Alok Kumar, in his opening address, elucidated on how the officers and staff have kept the wheels of WR moving even during the difficult times of Covid-19 when the world was struggling. This was followed by a short film on the remarkable achievements of WR in the year 2020-2021. This short film showcased how WR converted the crisis of Covid-19 into opportunities. It's worth mentioning that during the lockdown period, a



Shri Kansal, Smt Tanuja Kansal, Shri Alok Kumar and Smt Vanita Jain lighting the lamp to mark the opening of 70th Foundation Day celebration..

number of infrastructural developments like construction of ROBs / RUBs, Foot Over Bridges etc. were carried out over WR & works to augment the line capacity, as well as increase the speed of freight and passenger trains were also carried out. Another short film on the glorious heritage & the rich past, alongwith Evolution & Growth of WR, was shown portraying that how starting from the humble beginning of laying of 29 mile broad gauge line from Ankleshwar to Utran in Gujarat in the year 1855, it led to the development of the present network of 6500 Route Kms of WR. The film also highlighted the evolution of electric locos from steam locos and how WR has kept pace with the growing needs of the people for faster and speedier travel. What started as service with 3 coach train, gradually increased and now even 15 coach services are being operated on WR's Mumbai Suburban section. Western Railway's contribution to social as well as economic development of the country, was also highlighted in the film.

On this glorious occasion, several infrastructure works for the benefit of WR's employees were inaugurated through digital medium by Shri Alok Kansal. Under this railway colonies were inaugurated at several locations viz 24 housing units at Umargam station, 44 housing units at Udhna station of Mumbai Central Division. Eight housing units were inaugurated



A rare view of WR's historical Headquarter building alongwith station building at Churchgate

at Ratlam. Eight quarters were inaugurated for Gatekeepers and Trackmen at Aliyawada station of Rajkot Division and Ten quarters for Trackmen at Virpur station of Bhavnagar Division. Six quarters were inaugurated for the benefit of RPF staff at Ankleshwar in Vadodara Division. A Permanent Way office was also inaugurated for Section Engineers at Viramgam station of Ahmedabad Division. In continuation of this initiative, three new wards, a new pathology lab and a new dispensary was also inaugurated at Jagjivan Ram Hospital.

Western Railway had organised a slogan competition for the officers and staff of WR. Officers and employees whole heartedly participated in the slogan competition and a very good response was received for the same. The slogans were coined in Hindi and English categories with the theme being 'Western Railway'. Three prizes were declared for each category and the winners were awarded with cash prizes & merit certificate through virtual means by WR GM Shri Alok Kansal & WRWO President Smt Tanuja Kansal.

On this occasion, Shri Kansal spoke about how we are witness to the development of Western Railway in the seven decades. He congratulated all the officers and staff for their dedication towards their work and achievements made by WR. He said that WR's parcel trains ran despite labour constraints faced during the time of the covid pandemic & WR ensured uninterrupted transport of essential commodities and medical supplies through its parcel special trains. He informed that Shramik special trains were also run for the benefit of migrant labourers and lakhs of food packets were distributed free of cost during the Corona crisis. Shri Kansal said that even now various special trains and festival special trains are being operated by WR for the benefit of passengers, especially to clear the rush during festive season. He stated that Business Development Units have been set up at Headquarters and all the six Divisions of WR and various incentives are offered to the freight transporters. This is done to increase the transportation by rail and thereby

increasing the freight revenue. Shri Kansal said that we have to continue with our fight against Covid 19. He also said that we should adhere to the clarion call of our Hon'ble Prime Minister of being 'ATMANIRBAR'. Shri Kansal concluded that he was proud to be heading such an exemplary organisation. The function was followed by virtual cultural programme 'Bhairav se Bhairavee tak'. During the function, special greeting messages of Shri Sharif Pathan, President of Western Railway Mazdoor Sangh and Shri J R Bhosle, General Secretary of Western Railway Employees' Union were also displayed digitally in which they both wished WR to scale newer heights. Besides this, Face masks commemorating the Foundation Day were distributed among housekeeping and cleaning staff across Western Railway. Display banners commemorating the 70th Foundation Day were displayed & jingles were played on all important stations. In an interesting way to celebrate the day, a caller tune 'Dhadak Dhadak' has been made for all WR employees having official mobile numbers. Earlier during the day, Shri Kansal planted saplings at Headquarter premises at Churchgate to boost the initiative of green environment. At the divisional offices too, respective Divisional Railway Managers and railway officials participated in the tree plantation drive.

Western Railway has been a pioneer in many areas. Right from the introduction of world's 1st ladies special train, 1st 15 car suburban train and introduction of 1st fully air-conditioned suburban train in India, it has earned many firsts in various fields such as Operations, Safety and in adopting state of the art Technology. W. Rly has time and again proved its mettle, through its long journey, ever since its birth in the British era in 1850s. It came into its present form on 5th November, 1951 after independence with the merger of its forerunner, the erstwhile Bombay, Baroda and Central India Railway (BB&CI), with other State Railways viz Saurashtra, Rajputana and Jaipur & on the 5th of November 2020, WR celebrated its 70th Foundation Day with great pride. ■



CR Transports 35 Million Tonne Freight through 6.55 lakh Wagons during Lockdown and Unlock from 23rd March 2020 to 12th November, 2020

In order to ensure the timely delivery of freight vital for the energy & infrastructure sector, Railways has maintained its goods trains fully functional in spite of the COVID19 lockdown and unlock. Central Railway transported 35 million tonnes of freight successfully in meeting the needs of the industry from 23rd March to 12th November, 2020.

In terms of wagon loads it turns out 6,55,028 wagons from 23 March, 2020 to 12 November, 2020. Central Railway ran 13,619 goods trains carrying coal, food grains, sugar, petroleum products, fertilizers, containers, iron and steel, cement, onions and other miscellaneous goods. During this period on an average 2,787 wagons of freight have been loaded daily.

Central Railway carried 2,55,605 wagons of coal to various power plants to ensure uninterrupted supply of electricity. Also carried 8,539 wagons of food grains and sugar; 30,740 wagons of fertilizers and 7,616 wagons of onions for the benefit of farmers; 61,458 wagons of petroleum products; 16,879 wagons of iron



and steel; 43,752 wagons of cement; 1,98,531 container wagons and about 31,908 wagons of de-oiled cake and miscellaneous goods.

Highest loading of 2.67 lakh tonnes was done in a single day on Central Railway on 12 November, 2020. Nagpur division achieved highest ever loading of 2,664 wagons on 12 November, 2020 surpassing the previous best of 2,641 wagons achieved on 05 November, 2020. ■

Parel Workshop Turns Out the Fifth ZDM3 Narrow Gauge Loco for Kalka-Shimla Railway Section of Northern Railway

Central Railway Loco Workshop, Parel in Mumbai has manufactured and turned out the 5th Narrow Gauge locomotive for Northern Railway. The loco will be utilised for hauling passenger and goods trains on the Kalka- Shimla Railway Section of Ambala Division of Northern Railway.

The Kalka - Shimla Railway

- It is a 2 ft 6 inch (762 mm) gauge railway that runs from Kalka at the foothills of Himalayas to Shimla in the hills of Himachal Pradesh.
- It runs through the Sub-Himalayan region and rises to a height of 1400 meters in a route length of 97 kms. This is a UNESCO World Heritage Railway.

Parel Workshop and ZDM3 NG locos

- This is the 5th locomotive out of the order placed for 12 Locomotives on Central Railways Parel Workshop.
- The workshop has already manufactured and dispatched four such locos since November 2019.
- This is the 3rd Loco manufactured during the lockdown period

The loco was manufactured while adhering to social dist-



ancing norms and despite limited resources due to the prevalent lockdown conditions.

Features of locomotive

- These Locos are provided with dual cab to drive from either end with good visibility of track ahead.
- The locos are equipped with cold start to enable their working in severe winter conditions in Northern India.
- The locos are also equipped with an 'On demand cooling system' to cool the engine as per requirement.
- The air brakes are similar to Broad Gauge Locos.
- Diesel engine performance parameters are exhibit on the electronic screen.
- The locos are also provided with safety features such as Automatic Emergency Braking, Vigilance Control Device and Electronic Speedometer with recorder.
- Heavy-duty compressors are installed to cater to future requirement of air brake trailing loads. Hand brakes are provided in both Driver's Cabs.



Move it Like Railways – Railways Play an Important Role in Transporting Freight and Parcel

Railways being the preferred mode of transport during the lockdown and unlock period have played an important role in transporting essential commodities and freight to keep the supply chain intact. It also played a crucial role in the life of farmers by introducing Kisan Rail for transport of perishables like fruits and vegetables.

Kisan Rail received a good response and so far carried over 12,400 tonnes upto 7 November, 2020. Perishables like pomegranate, capsicum, green chilli, ginger, lemon, iced fish and other parcels are transported in Kisan Rail. Central Railway is running Kisan Rail from Devlali to Muzaffarpur (tri-weekly), Orange Kisan Rail from Nagpur to Adarsh Nagar Delhi (weekly) and Link Kisan Rail from Sangola to Manmad (tri-weekly) and Sangola to Secunderabad (weekly). Central Railway



has also transported 75,282 tonnes of essential commodities like medicine and pharma products, e-commerce items, mail and other hard parcels through 597 timetabled parcel trains and 49,203 tonnes through parcel special trains.

During the last 7 months and upto 9 November, 2020, Central Railway has run about 13,400 freight trains and transported various

commodities in 6.44 lakh wagons at an average of 2,776 wagons daily. It transported coal in 2.50 lakh wagons, container 1.95 lakh wagons, cement 42,985 wagons, food grains 5,127 wagons, fertilizer 30,222 wagons, petrol, oil and lubricants 60,541 wagons, steel 16,973 wagons, sugar 3303 wagons, onion 7,805 wagons, de-oiled cake 2,327 wagons and miscellaneous freight in 28,727 wagons. ■

ECoR Carried 16.37 Million Tonne of Freight in October 2020

East Coast Railway has carried 16.37 million tonne of freight in the month of October 2020 which is highest loading of the current fiscal, i.e. from 1st April to 31st October, 2020 and highest ever loading in any October month. ECoR has carried 0.97MT more freight in October, 2020 by registering a growth of 6.29%. In October, 2019; this Railway had carried 15.40 MT of freight. Up to the end of October of the current financial year; East Coast Railway has carried 104.88 MT of freight.

Due to the efforts of Business Development Unit of ECoR, Fly Ash is now being transported to different States which is being utilised in Cement Plants as raw materials. Altogether, 12 rakes of fly ash have been transported from ECoR jurisdiction towards different Cement plants and other industrial firms. This will also boost the freight loading of ECoR. To achieve this loading figure, East Coast Railway has utilised 7942 wagons per day in the month of October, 2020 only and



7391 wagons per day up to October of the current financial year.

This was achieved despite lockdown and closure & less workforce in industries and in mineral units under East Coast Railway jurisdiction. To get this remarkable performance, East Coast Railway has utilized its manpower and rolling stock

items with proper planning and coordination with Govt Sectors and Industries.

Under the able leadership and guidance of General Manager Shri Vidya Bhushan, East Coast Railway is consistently reviewing freight performance through the Business Development Units, integrating innovative policy making with stability and certainty in the logistics sector, attracting new avenues for modal transit from rail to road. For this outstanding feat, The Member (Operations and Business Development), Railway Board, Shri Purnendu Mishra has congratulated The General Manager Shri Vidya Bhushan. With this pace the zone is all likely to achieve the targets set for this financial year. To achieve the success, East Coast Railway gives credit to its hardworking and dedicated staff in all its three divisions apart from the efforts and cooperation from all stakeholders including collieries, ports, steel plants, cement, Alumina plants, petroleum companies and Food Corporation of India, etc. ■

- ✓ ECoR carried 104.88 MT of freight till October of current fiscal
- ✓ ECoR loaded 59.63 MT of coal during the period.
- ✓ 12 Rakes of Fly Ash loaded from ECoR jurisdiction to Cement Plants.



Additional Feather Added in the Crown of Diesel Loco Shed at Visakhapatnam

The Diesel Loco Shed (DLS) of East Coast Railway at Visakhapatnam has been awarded with the National Accreditation Board for Testing and Calibration Laboratories (NABL) accreditation with the standard ISO/IEC 17025:2017 in the field of Testing.

The scope of NABL testing to get the prestigious ISO/IEC 17025:2017 certification is (a) Chemical discipline (Metal & Alloy testing and wear metal analysis in lubricating oils by spectroscopic method), (b) Mechanical discipline (Hardness test) and (c) NDT discipline (DPT & UST of axles).

Laboratory of Diesel Loco Shed of East Coast Railway at Visakhapatnam is the first laboratory among all Diesel Sheds in Indian Railways to achieve this feat. Perhaps this is also the first Railway Laboratory in India to achieve testing accreditation in the field of wear Metal Analysis for nine elements in serviceable/used lubricating oils.

Shri Chaitanya Kumar Srivastava, Divisional Railway Manager, Waltair has received the certificate on behalf of Diesel Loco Shed, Visakhapatnam in the presence of Shri Santosh Kumar Patro, Sr.Divisional Mechanical Engineer/Diesel/Visakhapatnam on 2nd November, 2020. Earlier, Visakhapatnam Diesel Loco Shed has received IMS Certification for Integrated Management System in January, 2018, i.e. ISO 9001:2015 for Quality Management System, ISO 14001:2015 for Environmental Management System



and OHSAS 18001:2007 for Occupational Health and Safety Management System; ISO 50001:2011 for Energy Management System in March, 2018; 5S certification on WorkPlace Management System in May, 2018 and Green Co Certification in November, 2018 for Energy Efficiency, Water Conservation, Renewable Energy, GHG Emission Reduction, Water Management, Materials Conservation & Green Supply Chain.

Receiving the Prestigious Certification with NABL accreditation, the status of Visakhapatnam Diesel Loco Shed has further improved to a new height in Indian Railways. The loco shed has a total holding of 327 locos including 20 electric locos. ■

NFR: Two Minor Girls Rescued, Huge Quantity of Contraband Seized, Touts Apprehended

Railway Protection Force apprehended three suspected kidnappers at the computerized reservation centre at Guwahati Railway Station on 14th October, 2020 and rescued a minor girl. Another minor girl was found moving alone in the concourse area of Guwahati railway station in a distressed condition on 30 October, 2020. The girl was provided medical assistance and was later handed over to Railway Child Help Line, Guwahati.

RPF teams have detected and seized various contraband items including about 129 kgs of cannabis (ganja), gold bars, tobacco & cigarettes during the month of October.

Cannabis Recovered

Seven bags of cannabis were seized in a raid in Train No. 05955 DN Dibrugarh-Delhi special at Guwahati Railway Station on 30 October, 2020. In another incident, at Dimapur Railway Station 03 packets cannabis were seized on the same day. The total weights of seized cannabis were 95 kg.

RPF team of Alipurduar seized 14.05 kg cannabis from a woman trying to board 02346 Guwahati-

Howrah special on 19th October, 2020. In another incident, a team of RPF conducted a search operation at New Jalpaiguri Railway Station on 02346 Guwahati-Sealdah Special and recovered two unclaimed bags containing 20.5 kg cannabis on 21st October, 2020



Touts Apprehended

Railway Protection Force apprehended one person for illegally procuring and selling railway E-Tickets



from a travel agency near Digboi station and seized 11 Railway tickets, one computer set, one printer and other accessories from his possession on 21 October, 2020. In another incident, RPF apprehended one person for running illegal business of procuring and supplying railway tickets at the computerized reservation centre at Guwahati Railway Station on 22nd October, 2020 and recovered two railway tickets, one xerox copy of railway ticket from his possession and found transactions for another two tickets in his mobile phone.

Tobacco Products seized

CPDS team of RPF/NFR conducted surprised check at New Coochbehar station and seized un-booked tobacco bundles on 27th October, 2020. Total tobacco weighed approx 9412 KG.



RPF, Guwahati conducted a joint checking along with GRP/Guwahati of train no. 02423 DN Dibrugarh – New Delhi AC Special on 27 October, 2020. During checking, RPF apprehended 02 persons and recovered 300 packets of foreign cigarettes from them (total 60,000 sticks of cigarettes) at Guwahati station.

Gold Bars seized

RPF and DRI from Guwahati conducted search in train no 05909 DN special in between Guwahati to Barpeta Road station on 5th October, 2020. During the search 4 persons were apprehended and 13 pieces of gold bar weighing about 02.15 kgs were recovered from their possession, which were kept concealed in shoes, bags and waist bands. ■



In a First Over Indian Railways, Coach Maintenance Depot, Guwahati has started using 'Make in India' 3D Component Printer

Coach Maintenance Depot, Guwahati of NF Railway has become the first-ever depot in Indian Railway to start using 'Make in India' 3D Component Printer to design & print coach components in-house as per requirement.

There are many items (like snack tray knobs, alarm chain pulling handle, coach door handle, etc.) used in rail coaches which are not readily available in

market due to their unusual design and application only in railways. This 3D component printer is specifically utilized for making such items available immediately for fitment in coaches. All these items can now be easily printed in-house and made available in a short time at a significantly lower cost as compared to the cost of those sourced via a vendor. ■



Special Awareness Campaign against COVID-19

General Manager, N. F. Railway, Shri Sanjive Roy administered the COVID Awareness pledge to staff & officials at NFR HQ Maligaon on 8th October. Similar programmes were also held at all the five divisional HQs and field offices as part of the nationwide special awareness campaign.

Banners and posters are displayed at various prominent locations to create awareness amongst everyone. Jingles about precautions to be taken to restrict the spread of COVID 19 are also played at stations and in trains. ■

Special Trains are Running with almost Full Occupancy in NFR

Immediately after complete lock down was lifted, Indian Railways started operation of 15 pairs of special trains having only air-conditioned coaches connecting various cities with New Delhi with effect from 12th May onwards. Later more pairs of Passenger special trains connecting various cities of the country were put into operation. Festival special trains are also put into operation to cater the need of travelling public in the festive season. All these special trains are connecting almost every nook and corner of the country. In addition Clone trains are also being run in routes where there is more rush.

In NFR presently 21 pairs of passenger special trains are running. Moreover 12 pairs of Festival specials and 2 pairs of Clone special trains are also in



operation. So in NFR at present 35 pairs of passenger carrying long distance special trains are in operation.

The introduction of special passenger train services enabled passengers to undertake essential travels as the economic and other activities are

gradually opening up in the country.

The data available on various special trains till last month shows that most of the trains are running with full occupancy. Out of 21 pairs of passenger specials 15 pairs are running with full occupancy in both directions. 3 special trains are running with full occupancy while originating from NFR and during return their occupancy varies within 50% to 70%. In rest of the trains occupancy varies within 55% to 85% in both directions. ■

Emphasis Given on Safety Measures by NFR Led to Zero Accident during Last Two Years

In view of the importance being given for ensuring safety of train movement, there has been no consequential train accident during the year 2020-21. It can be mentioned here that last year was also an accident free year for NFR. This has been possible due to overall emphasis given to maintain the health of all train operations related infrastructure in good condition and regular monitoring the same throughout the jurisdiction of NFR.

Track is the most important aspect for safe movement of trains. As a result of train movement, wear and tear of track is bound to occur and renewal/replacement of track components are indispensable. During the current year (up to October, 2020) 73.68

CTR units of Track renewal i.e. changing of rails and sleepers have been done against 64.85 CTR units done up to October, 2019. That is an increase of 13.62%.

To detect un-seen fracture of railway track which might lead to accident "Ultrasound" testing is done by machine. This is known as USFD testing of track. USFD testing of 1,762.31 Km has been done during the month of October 2020 against 1368.54 Km done during October 2019. That is an increase of about 28.77%.

Deep Screening i.e. cleaning of ballast that lies beneath the railway track was done for 46 turnouts during the month of October 2020 against 12 turnouts done during October 2019.

10 nos. bridges have been rehabilitated during the month of October 2020 making a cumulative progress of 48 no during the current year. Packing of ballast beneath 354 Points and Crossings have been done by UNIMAT machines during the month of October 2020 making a cumulative progress of 3012 points up to the month against proportionate target of 1867 points during this year. N.F. Railway has also completed 2,746 nos. of Flash Butt welding of rail joints during the month of October 2020 making a cumulative progress of 13053 nos. of Flash Butt welds up to the month to make the rail joints in track more secure. The increased emphasis given on safety measures as evident from above has also led to increased speed of trains including goods carrying trains within NFR. ■





Visible Improvement in Freight Movement Achieved : 1035 Rakes Unloaded in October'20

Outward Freight loading from NFR has shown increasing trend and during the month of October 2020, 0.7384 MT of goods was loaded, which is 5.3% more than the loading of 0.7022 MT done during the corresponding month of 2019. During October Cement loading increased by 140% and P.O.L loading increased by 83.8%. More than 5745 inbound freight trains were handled from 25th March to 31st October, 2020. Out of these, 1035 freight carrying trains were unloaded during the month of October alone. There is an increase of almost 32.35% in unloading compared to 782 rakes unloaded in October, 2019. ■



Southern Railway Marches Ahead on Eco-Friendly Path



Solar panels installed at Dr MGR Railway Station, Chennai Central

Steering ahead with a futuristic vision, Indian Railways has launched a host of flagship programmes. Setting up of Solar power plants alongside the rail tracks on land owned by the Railways is one such initiative that was highlighted in Budget 2020-21. Southern Railway, in lines with the vibrant policies of Ministry of Railways, has given impetus to Solar Energy projects. The focus is on achieving substantial power savings and reducing carbon emissions.

The total capacity of Solar power plants installed by Southern Railway is 4.74 MWp. 3.985 MWp solar plant was installed under PPA (Power Purchase Agreement) mode and 0.755 MW was installed departmentally. Solar power panels have been installed at various locations/railway stations such as Dr MGR Central, MMC complex, Katpadi, Tambaram EMU carshed, Mambalam, Guindy and Chengalpattu suburban stations, Divisional Railway Managers' Offices at

Tiruchchirappalli and Madurai, Chief Workshop Manager's Office at Trichy Golden Rock Workshop, at Level Crossing Gates in Nagercoil-Thiruvananthapuram section, Signal & Telecom Workshop at Podanur, Salem Jn, Namakkal, Tiruppur and Sivakasi, to mention a few.

The zone has ambitious plans to increase solar power generation in the coming years. It is proposed to provide Rooftop solar plants of 2.69 MWp under developer mode by Solar power developer at Perambur and Golden Rock workshops. Solar plants on vacant unused railway land will be installed with a capacity of around 67 MWp and capacity of 40 MWp will be installed along the track over Southern Railway through PPA mode. For this purpose, Southern Railway has identified 300 acres of vacant land and 160 acres of land alongside the track. Tender has been floated by Railway Energy Management Company Limited (REMCL) for around 67 MWp land based solar plants and bidders are doing survey in Southern Railway. Tender for 40 MWp on land alongside the track is expected to be floated by REMCL shortly.

Apart from Solar projects, harnessing renewable energy through Wind mills is also gaining momentum in Southern Railway, Windmill Plants have been erected at Kayathar (near Gangai Kondan/Kadambur Railway stations) in Tuticorin district under Madurai division of Southern Railway. The total capacity of Wind Mill plants in Southern Railway is 10.5 MW.

It is noteworthy that Southern Railway has achieved a savings of ₹16.64 crores from renewable energy sources during the year 2019-20. Besides, with thrust on becoming 'Green mode of transport', the zone is expediting its electrification projects. 270 route kilometrage of Electrified lines are targeted for completion in this financial year (2020-21).

Piloting ahead on the eco-friendly mission, Southern Railway is committed to fast tracking its renewable energy projects in support of the Nation's cause for 'Atma-Nirbhar'. ■

Inauguration of **CCTV Surveillance System** for Passengers Reservation Counters at Dr. MGR Chennai Central and Chennai Egmore Railway Stations

The CCTV Surveillance System at Dr. MGR Chennai Central and Chennai Egmore Stations were inaugurated on 21st November, 2020 by Shri. R. Baskaran, Principal Chief Signal and Telecommunication Engineer, Southern Railway, Govt. of India. The CCTV Surveillance facility for the Railway Ticket Reservation users of Puratchi Thalaivar Dr. MGR Chennai Central & Chennai Egmore Stations has been commissioned for providing safe, secured service to the users. The service built over the fiber network of Railways is designed to have scalable, secured network for better crowd management and have high bandwidth to have data collection, recording and retrieval. This surveillance facility will also help in curtailing tout activities. The CCTV Surveillance system at Dr MGR Chennai Central and Chennai Egmore is provided with 10 and 8 numbers of cameras respectively for each station with facility of recording and storage of footage for a period more than 30 days. The servers, storage and monitoring arrangements will be in the Passenger Reservation Counters (PRS) premise under the custody of Chief Reservation Supervisor (CRS).

Chennai is the sixth-most populous city and fourth-most populous urban agglomeration in India. Dr MGR Chennai Central and Chennai Egmore are one of major reservation counters with an average of 2682 & 1020 tickets per day accounting to around 965520 & 367200 tickets per year being booked.

Southern Railways has now provided CCTV Surveillance system for the passenger reservation counters at a total of 9 locations - eight 8 in A1 category & One



in A category stations (Dr MGR Chennai Central, Chennai Egmore, Madurai, Thiruvananthapuram, Coimbatore, Ernakulum, Calicut, Thrissur, Thiruchchirapalli stations). The work is executed by Southern Railway Signal & Telecom wing of Project unit. On the occasion of inauguration, Shri. R. Baskaran, Principal Chief Signal & Telecom Engineer said, "Our intent was to fulfil Indian Railway's vision of providing better service for Railway passengers with transparent and secured service".

The work at 34 more passenger reservation counters (Chennai Beach, Tambaram, Katpadi, Arakkonam, Tiruvallur, Mambalam, St. Thomas Mount, Perambur, Avadi, Mylapore, Jolarpet, Melmaruvathur, Chengalpet, Pondicherry, Srirangam, Kumbakonam, Mayavaram, Tiruvarur, Nagapattinam, Vellore, Villupuram, Rameshwaram, Ramnad, Paramakudi, Karaikudi, Tenkasi, Rajapalayam, Sivakasi, Virudhunagar, Kodaikanal, Kovilpatti, Tirunelveli, Thoothukudi & Dindigul) are in progress. ■

Child Rights Week Observed in Chennai Central through Childline se Dosti Program

November 14th to 20th of every year is observed as the 'Child Rights week' across the nation, with the intent to protect, respect the dignity and view of every child in our country. The campaign facilitated by the Childline India Foundation was inaugurated at Dr. MGR Central Railway Station on the eve of Children's Day. Railway and Police Officials viz., Shri Murugan, Dy Superintendant of Police – Govt Railway Police, Shri D.C.V Raju, and Shri J.Anil, Asst Security Commissioners, Railway Protection Force, along with Station Officials, RPF officials and team Childline India Foundation, Chennai, participated in the program.

The program was facilitated by the CHILDLINE India Foundation in collaboration with the railway officials, the police personnel and the Child Help Desk unit. The officials and passengers signed the signature campaign to register their participation and popularise zero violence against children. During the programme, an awareness campaign was launched and CHILDLINE



A Poster campaign to popularise the Childline Number 1098 was held at Chennai Central as part of Child Rights week by Dy SP Shri Murugan, along with RPF ASCs Shri Raju and Anil and other station officials – Shri Murugan.

toll free number 1098 and the other helpline numbers for RPF 182 and GRP 1512 were shared to the passengers to assist the children in need of care and protection, found in Railway premises. ■



Electrification of Villupuram - Thanjavur via Cuddalore nears Completion

The last energized stretch between Mayiladuthurai - Thanjavur is commissioned for traffic.

Southern Railway is expediting important Electrification projects in its vast network. The opportunity provided by the lockdown and the enhanced traffic blocks gave a fillip to electrification of Mayiladuthurai - Thanjavur stretch, which is the last leg to be electrified on the 228-km mainline section from Villupuram Junction to Thanjavur via Cuddalore and Chidambaram. Rail Vikas Nigam Limited (RVNL) was entrusted with the task of executing the electrification project. The project was completed in phases - from Villupuram to Cuddalore in the first phase and from Cuddalore to Mayiladuthurai later. Statutory inspections by the Commissioner of Railway Safety were carried out separately in both portions and separate clearances obtained for operation of electric loco passenger trains up to Mayiladuthurai from Villupuram. The final portion of the electrification project from Mayiladuthurai to Thanjavur suffered a setback due to the COVID lockdown. The work gained momentum a few months later following relaxations announced by the State government.

A trial run was conducted in October 2020 by deploying a single locomotive to run on the

Mayiladuthurai-Thanjavur energised stretch. Southern Railway also operated an electric loco hauled freight train transporting fertilizer on the Mayiladuthurai - Thanjavur electrified stretch up to Thanjavur for the first time after obtaining approval from the Southern Railway General Manager. Relevant documents were submitted to the CRS inviting him to inspect the last portion of the electrified stretch.

Commissioner of Railway Safety, Southern Circle, Bengaluru, inspected the 68-km electrified stretch from Mayiladuthurai to Thanjavur via Kumbakonam on 11th November, 2020. A speed trial was also conducted by CRS from Mayiladuthurai to Thanjavur Junction. CRS has issued statutory clearance for introduction of running of passenger trains in Mayiladuthurai -Thanjavur-Mayiladuthurai energised section. Consequent to obtaining CRS nod, the section has been commissioned for passenger and freight traffic. Southern Railway commenced operation of electric loco-hauled express trains such as Tiruchi - Chennai-Tiruchi Express Special trains via mainline section, Mysore-Mayiladuthurai Express Special trains via Thanjavur and Kumbakonam, Coimbatore - Mayiladuthurai - Coimbatore Jan Shatabdhi Special trains on 14th November, 2020. ■

SCR : General Manager Conducts Detailed Review of Preparedness for 'NIVAR'

Shri Gajanan Mallya, General Manager, South Central Railway conducted a review meeting on safety, freight loading and punctuality of the Zone on 23rd November, 2020 from Rail Nilayam, Secunderabad through Video conferencing. Additional General Manager and Principal Heads of Departments; Divisional Railway Managers (DRMs) of all the six divisions viz., Vijayawada, Guntakal, Guntur, Secunderabad, Hyderabad and Nanded Divisions participated in the web conference.

Shri Gajanan Mallya conducted a detailed review of all the safety measures to be observed in view of approaching cyclonic storm NIVAR, which is likely to get intensified into a cyclonic storm. The Cyclonic storm is expected to bring heavy rain to Chennai and neighboring districts. The General Manager advised all the divisions to make a Systematic action plan on Safety and implement the same for smooth and hassle-free functioning of train services. He also advised all the officials to monitor the situation from time to time.

He also reviewed the Improvement in loading and maintaining Punctuality. He advised the officials on the incidents of loose shunting at the sidings which is resulting in minor Safety problems. He informed the officers to counsel the staff to bring awareness and educate them on incidents which could have been avoided.

The General Manager expressed his happiness over the increase in freight loading corresponding to previous month and advised to continue the momentum



by running of Kisan Rails, Doodh Durontos, Parcel Special trains etc. The General Manager also informed the officials to maintain the freight trains average speed and advised the officials to continue their efforts to improve the freight loading and punctuality of the Zone. In addition, he reviewed the track maintenance works and elimination of LC's by construction of Road under Bridges (RUB's) directed the officials to adhere to all the guidelines. The General Manager also reviewed the performance of Business Development Units (BDUs) which help the zone in further enhancement of freight loading and generate additional revenue for the Railway. He advised the Nominated BDU Officers to hold meetings with various freight customers and informed them about the advantages in transporting their goods through Railways. ■



GM Advised to Accord High Priority to Protection of Railway Assets

Shri Gajanan Mallya, General Manager, South Central Railway conducted a review meeting on safety, freight loading and punctuality of the Zone on 9th November, 2020 from Rail Nilayam, Secunderabad through Video conferencing. Additional General Manager and PHODs; DRMs of all the six divisions of South Central Railway participated in the review meeting through web conference.

Shri Gajanan Mallya conducted a detailed review of all safety related aspects over the Zone. He instructed the DRMs to install Closed-Circuit Television (CCTV) Surveillance System to monitor the safety at places where it is not covered by the Surveillance systems. He stated that CCTV surveillance system will be effective in monitoring the miscreant activities, if any. He also advised to ensure the divisional officers that all the stabled coaches are locked properly and safety measures to be observed at all railway premises such as station yards and sidings.

The General Manager stressed on imparting training on Road Learning (LR) to all running staff (Loco Pilots, Assistant Loco Pilots and Guards) about new Sections and new Signals of the Zone since new doubling sections



have been added in to the system. The General Manager also held a detailed review with all the Divisional Railway Managers on the efforts of Business Development Units (BDU's) and progress of freight loading. The General Manager advised the officials to continue their efforts to further improve the freight loading and ensure punctuality of the train operations over the Zone. ■

South Central Railway Observes 'Rashtriya Ekta Diwas'

The birth anniversary of Sardar Vallabhbhai Patel was observed by South Central Railway as 'Rashtriya Ekta Diwas' on 29th October, 2020. Shri Gajanan Mallya, General Manager, SCR; Shri Birendra Bahadur Singh, Addl. General Manager and Ms. Chandrima Roy Senior Deputy General Manager along with other officials and staff participated in the event.

Shri Gajanan Mallya administered the 'Rashtriya Ekta Diwas' Pledge to a gathering of Rail personnel assembled at Rail Nilayam, Secunderabad. Speaking on the occasion, Shri Gajanan Mallya said that Sardar Vallabhbhai Patel was a dynamic leader who had a firm belief in Unity and a great leader who brought the people of the country together through his incessant



efforts and uncompromising stand on National Unity. He highlighted the fact that the essence of patriotism is National Unity and as a united force we can build a great Nation. This day acts to nurture nationalistic fervor amongst all Indians, he added. ■

SWR : Haveri Railway Station to be Named as 'Mahadevappa Mailar Railway Station'

The long-standing demand of the public and public representatives from Haveri District to name the Haveri station after Shri Mahadevappa Mailara has been fulfilled now. The Karnataka Government has issued Gazette notification for the spellings for renaming Haveri Railways station as 'Mahadevappa Mailara Railway Station' in Devanagari Script (Hindi), Roman Script (English) and Kannada script. Earlier, Government of India, Ministry of Home Affairs had given no objection for changing the name of Haveri railway station as 'Mahadevappa Mailara Railway Station' vide its letter dated 02 July, 2019.

Shri Mailara Mahadevappa, an Indian Freedom Fighter and revolutionary was from Haveri district. At

the age of 18, he accompanied Mahatma Gandhi on the Dandi March. The sacrifice and courage of Mahadevappa has inspired a large number of people. He sacrificed his life for the service of the society and liberation of the country. Shri AK Singh, General Manager, South Western Railway said that recently Hubballi station is renamed after Shri Siddharoodha Swamiji and now Haveri station is renamed. This shows the commitment of Railways to serve the State and helps to connect with the glorious history of the region. It's a tribute to the young revolutionary Mailara Mahadevappa who in his short but eventful life contributed significantly to freedom struggle. He organised as many as 74 different movements to protest against and topple colonial rule. ■



General Manager, South Western Railway Inspected Gadag-Hotgi Section

Shri Ajay Kumar Singh, General Manager/ SWR with Divisional Railway Manager Hubballi and Principal Heads of the Departments of South Western Railway inspected the progress of ongoing works being undertaken in the section between Hotgi and Gadag. Work of doubling with electrification between Hotgi and Gadag is in progress. After the inspection Shri Singh expressed satisfaction at the pace of work and issued instructions to complete it within targeted dates of completion.

He asked concerned officials to raise sectional running speed as important maintenance works have been completed recently. During the inspection a speed trial up to 110 Km was done between Badami to Gadag.

During the inspection Indi Road, Vijayapura, Almatti, Badami, Bagalkot stations were inspected. Staff quarters at Indi Road were inspected. Kudgi Canal crossing and proposed location of Aliyabad where Vijayapura goods shed is planned to be shifted was inspected. During the inspection Shri P. C. Gaddigoudar, MP/Bagalkot and Shri Veeranna Charantimath, MLA/Bagalkot met GM/SWR and requested for work to be taken up on priority at Bagalkot. They requested for commencing work of new station building at Bagalkot with modern amenities. They also asked to start processing for construction of



ROBs at Badami and Guledgudda for which works are sanctioned. GM assured that all infrastructure and passenger amenity works will be completed along with the doubling and electrification works between Hotgi and Gadag.

Shri Ajay Kumar Singh was accompanied by Shri Arvind Malkhede, DRM/UBL, Shri Vipul Kumar, PCE, P Ravi Kumar, PCME, Shri Anil Pavitrnan, PCCM, Kumari Roopa Srinivasan, Principal Financial Advisor, Shri Prem Narayan, CE/CN/Hubballi and Branch Officers of Hubballi Division. The inspection commenced from Hotgi at 9 am and finished at Gadag at 6 pm. Shri Ajay Kumar Singh informed that work was progressing satisfactorily and appreciated improvement in engineering work and instructed officials to complete the works as per time lines fixed. ■

South Western Railway, Hubballi Division Transports Maize To Bangladesh



On two consecutive days, the South Western Railway, Hubballi Division has loaded maize from Bagalkot and Vijayapura to Darshana in Bangladesh. On 20 November, 2020, 2477 tonnes of Maize were loaded in 42 BCN wagons from Bagalkot. On 21 November, 2020, 2484 tonnes of Maize were loaded in 42 BCN wagons from Vijayapura. This has opened up new avenue for export of agricultural produce from

this part of the region. It has helped the farmers and merchants to market their produce beyond the country border. The freight transportation from Bagalkot and Vijayapura to Darshana in Bangladesh has helped the railways in earning a revenue of ₹ 74.07 lakh and ₹ 78.63 lakh respectively. However, the cost of transportation by Railways is very cheap and economical as compared to other modes of transport.

Shri Ajay Kumar Singh, General Manager, SWR has appreciated the marketing efforts and initiative of Officers and staff of Hubballi Division led by Shri Arvind Malkhede, Divisional Railway Manager, which has mutually benefitted both customers and Railways. He advised the Rail Users especially the farmers and Merchants handling transportation of agricultural produce and other essential commodities to utilise Railways for easy and hassle-free transportation of their goods. Railway is the fastest, safest and cheapest mode of transport, he added. ■

RCF Kapurthala Rolls Out Light Weight Parcel Coach Mark-II for Quicker Transportation of Parcel Goods

Earlier in Jan' 2020, RCF had rolled out the first 24 Ton capacity LHB parcel van Mark-I to deliver light goods to every nook and corner of the country at high speed. These parcel coaches become very useful to Indian Railways which is facing a stiff competition in parcel Business. Since then, RCF kept on producing these parcel coaches on a massive scale. RCF has already delivered 212 parcel coaches in the present fiscal.

Now, by bringing some significant design changes and reducing the tare weight of Mark-I by 03 tonnes, RCF has introduced new version LVPH Mark-II which is now well endowed to carry heavier parcel goods at faster speed thus imparting a new annexe to parcel business. Under the major design improvements, mild steel luggage racks have been replaced by lightweight stainless-steel racks, while the Board & metal flooring has been redesigned to all-metal flooring. The weight of the coach has also been reduced by converting the panelled interior wall to directly painted wall and



modifying the design of the roof panel. Thus, the LVPH Mark-II become 03 ton lighter than existing Mark-I parcel coaches.

First LVPH Mark-II coach has been flagged off from RCF by General Manager, Shri Ravinder Gupta. On this occasion, Shri Gupta said that the Indian Railways, and particularly the Rail Coach Factory, despite Covid pandemic has gone from strength to strength. During the Covid crisis, RCF continued to manufacture parcel coaches, so that the Indian Railways could transport essential goods in various parts of the country.

Also, the monthly LHB coach manufacturing rose to all time high in the last 18 years, while achieving an outturn of 5.88 coaches per day in October 2020 which is a remarkable achievement. With the commissioning of this lighter weight mark-II parcel coach to service, it will be possible now to parcel the heavy goods at a high speed and trains will be able to ferry extra parcel goods equivalent to 02 coaches. ■

RCF Manufactures Double Decker Coach with 160 kmph Speed Potential

Amid the Covid-19 crisis, wherein the whole world is going through a sharp decline in industrial growth, RCF has fought all odds to show its resilience in the face of such adversity and shown accelerated growth in coach production during these times owing to the sheer grit, perseverance and dedication of its determined manpower. With the never give up attitude of its workforce, RCF has in fact risen higher by producing Post-Covid coaches, a lighter version of Parcel coaches to name a few innovations.

Today, RCF is rolling out a semi high-speed double decker coach which has the potential of running at top speed of 160 kmph and has many novel advanced features in its design. With significant inputs having gone into the upgradation of tracks and signaling system over Indian Railways, it is necessary to develop designs of passenger coaches that can carry more and more passengers in a single train in the shortest possible time. The double decker coach rolled out today by RCF is specially aimed at fulfilling these requirements especially for the busiest routes.

To make the passengers' travel pleasant and comfortable, this new double decker coach is equipped with most modern amenities and design. With a total capacity of 120 seats, the upper deck can seat 50



passengers while lower deck has 48 seats. The middle deck on the rear ends has 16 seats on one side and 6 seats on the other. It has transverse 3 x 2 seating with adequate legroom, optimized aisle width for a comfortable journey, plush interiors, overhead luggage rack, mobile and laptop charging sockets, GPS based Passenger Information System and LED destination board among other Passenger-centric-features. Entry to passenger area is through automatic sliding doors. A Mini pantry too has been built in each coach to store



and serve hot or chilled refreshments to passengers.

Literally riding on air, the coach has advanced state-of-the-art air spring suspension system fitted on the advanced FIAT design of bogies. These 160 kN air springs ensure smooth and safe journey for the passengers. Additionally, CCTV cameras and Fire and Smoke Detection System have been installed for safety and security of onboard passengers.

What is noteworthy is that RCF is the one and only Production Unit in India which has produced Double Decker coaches for the Indian Railways. First batch of Non-AC Double Decker coaches were manufactured by

RCF on conventional 'ICF-type' design pattern in 1990's. Thereafter, the first AC Double Decker coach with 130 kmph speed potential was rolled out in March'2010. Later in March'2019, UDAY Double Decker coaches were produced with more features.

This Double Decker Coach with 160 kmph speed potential was rolled out today in the presence of RCF's General Manager Shri Ravinder Gupta. The coach will be sent to Research & Design Standard Organization (RDSO Lucknow) for further oscillation trials before putting in commercial service. ■

National Unity Day at IRCON



Rashtriya Ekta Diwas (National Unity Day) was observed at IRCON International Limited. Rashtriya Ekta Diwas commenced with the pledge at 11 AM on 31 October, 2020. The pledge was administered by the CMD of IRCON International Limited, Project Directors and Project Heads of IRCON. All officers and staff actively participated in the pledge ceremony. ■

HUNGER AND PANDEMIC

Prof. S. Balakothandapani
Former Chief Trainer, ZRTI.
Oxford Engineering College, Trichy-9)



Hunger means a feeling of discomfort or weakness caused by lack of food coupled with desire to eat. The main cause of hunger worldwide is poverty. Poverty is the condition of lack of basic human needs such as nutrition, clean water, health care, clothing and shelter etc and the inability to obtain them. This is also referred to as Absolute poverty or destitution. On the other hand, Relative poverty is the condition of having fewer resources or less income than others within a society or country. Causes of poverty mainly low wealth and productivity of the poor, or conversely, the shortage and inflation of the goods they consume.

LOCKDOWN SCENARIO

The current national lockdown to tackle COVID-19 pandemic has highlighted the problems of food, nutrition and livelihood security for a large number of people, in particular, for those who had migrated to the cities. Hunger affects lots of people and one in every nine persons worldwide face it. According to Global Hunger Index 2019, high level poor and hungry people have risen from 785 million in 2015 to 822 million in 2018 and there are two types of hunger which affects the people. One is chronic hunger. It is a condition in which people get inadequate quantity/quality of food to eat. Other one is a seasonal hunger which is a situation where people get food to eat only when they are employed, and when unemployed, they hardly get food to eat. Because of Green revolution which occurred in

'Hunger broke the back of rational thought, it destroyed the body in a way the soul could not tolerate, leading to immoral actions such as theft, corruption and the destruction of property'

KNUT HAMSUN
(Nobel laureate) 1920



60s and 70s, we have enough food in the market and government's stores/godowns. Now the problem is different, as farmers have labour shortage, many of the inputs including seeds are expensive, or they are not available in the market, marketing arrangements maintenance of chains are inadequate, pricing is not remunerative and public procurement is also not adequate. There is no room for complacency as in the absence of demand the lack of storage especially for perishable commodities. We do not know exactly what the impact of the current pandemic will be on the Kharif sowing and food availability in the time to come.

FOOD SECURITY

Government through the National Food Security Act [NFSA] and the Public Distribution System {PDS} has assured some additional food to every individual during this pandemic crisis and also strengthened the system by including millets, pulses and oil. Food security and access to nutrition, good quality food is also contingent on job security. Today, a lot of people employed both on farm and non-farm sectors are without jobs. If job security is threatened, then so is food and nutrition security. We have to ensure people do not lose their jobs and one way of doing this will be to ensure value addition to primary products. The best example is Milk which provides improved incomes to milk producers through value addition. Similar attention to be given to Horticulture and women farmers are at the forefront of Horticulture and special attention to be given to both their technological and economic empowerment during this crisis. A second pathway to livelihood security for small and marginal farmers and landless households and women within them is through MGNREGA (Mahatma Gandhi National Rural Employment Guarantee Act) and this to be encouraged. The third dimension of Food Security is absorption of food in the body or its utilisation which is dependent importantly on sanitation, drinking water and other non-food factors including public health services.

PANDEMIC SIGNBOARD

Unfortunately there are no past occurrences that compare to what is happening now, nor are there parallels to draw inferences from. When the great plague struck the world in the late 18th century or when Spanish flu hurt our psyche around the turn of the last century, the world as we now know did not exist. This pandemic even if attributed to human error, has unequivocally established the truth that we are in the world with others and isolation is impossible. We, as human beings, need a shared approach, appreciation of what is going on and we have to understand people through the eyes of those immersed in the tragedy and travails and troubles they are experiencing. Awareness of this is what we need to cultivate, nothing can be taken for granted anymore. We cannot make claim to a static or fixed understanding of any phenomena, particularly one like the virus that is impacting us and preserve our own same approach irrespective of whatever is happening around us in a state of unknowingness thereby helping us combat fear and anxiety. We have little control over the circumstances which are overwhelming us and we can only respond as best as we can.

*"Today we are having a hard time living
because we are so bent on outwitting death"*

Simone Beauvoir

LIVE WITH PANDEMIC

"For whom the bell tolls, it tolls for thee"

John Donne

The reports that people young and old, infirm or otherwise are passing out, affected by the virus are further strengthening our fear and anxiety. Anxiety most social scientists say, is 'non-specific'. Many deaths occur these days, not because people catch the disease but because of the fear which is brought into their psyche by anxiety. The truth we must absorb, recognise and appreciate is that even in the medium term we have to learn to live with the fact that the COVID-19 is here to stay.



While there may be no ideal or perfect solution, a sensible suggestion being advanced by many is to be mindful of our surroundings. Recognition of self preservation self preservation is as important as altruism of any kind and self respect and self preservation is as significant as helping others. If we choose to adhere to these edicts, we will recognise within us the ability to respond and not get into any kind of panic.

CONCLUSION

Poverty is the principal cause of global hunger. The unequal distribution of income and lack of resources in developing countries means that millions of people simply cannot afford the land or farming supplies they need to grow or otherwise gain access to nutritious food. 193 countries have signed an agreement committing to removal all forms of malnutrition by 2030. The United Nations Division for Sustainable Development goals states 'End hunger achieve food security and nutrition and promote sustainable agriculture.'

India avoided what could have been a big famine in the 1960's through the help of technology and public policy which actively worked with and supported farmers to achieve significant increases in yield. Today's problems are not as daunting. Through a combination of farmers co-operation, technological upgrading and favourable public policies in procurement, pricing and distribution, we can deal with the fallout of the pandemic. We hope that this Covid19 will help recognise the contribution of our farmers.



A door is smaller in a house, the lock on the door even smaller, the key being the smallest, yet it is the key that unlocks the door into the house. If we appreciate our capability and recall and remember crises that we have handled and overcome, perhaps we may be able to re-energise our ability to survive and with that rise once again. ■

THE INSTINCT...

Shri Uppuluri Krishna Murty
Chief Vigilance Officer [CVO], Retired
Hindustan Petroleum Corporation Ltd.

We shared our expansive Bungalow located in HPNE with a family of Indian Red-Whiskered Bulbuls (*Pycnonotus jocosus*). There are 120 odd varieties of these birds. They are a family of sprightly songbirds often found in urban gardens. They are widely seen in Africa, Asia, and Middle-East.

In fact, we joined them in April 2017 at the Bungalow and they were already there in a cozy corner of the store room, annexed to the main dwelling unit; though from when exactly we do not know.

They occupied in all about one millionth of the space allotted to us in the house! These rather smallish birds have no furniture or any other belongings in their comfortable residence. All they have is a tiny but a rather clean nest befitting their size, basically woven out of fibers, mostly natural stuff and some of the material used is man-made; may be deployed as a reinforcement material, who knows!

One day I saw this pair quickly grabbing some 'building material' from a Red Kite's nest that had fallen to the ground from a Palmyra tree in our backyard because of sudden unfavourable winds; literally and figuratively a kind of a 'windfall' gain for them. This couple were seen refurbishing their nest before a brood is raised each time or when a challenge in the shape of an attack on the nest from a rodent or an Asian Koel or some other pest is to be managed and the nest needs repairs.

As could be seen, this nest is perched dangerously atop a nylon rope tied to two opposing walls [indoors] to hang wet clothes to dry them in the rainy season. Also, a nail driven in to the wall to tie the rope is working as a sheet anchor for their nest. We stopped putting this facility to use from immediately after we observed the nest. This nest is located near the external bathroom, which we stopped using lest we disturbed their privacy.

These birds seem to bond for long periods of time or several seasons as pairs, if not engage themselves

in life-long relationships.

Over these 3 plus years we were there as guests of HPCL they raised about 12 broods or so. There were one to three eggs in each litter. Common Pests such as Rats and Mice and other much bigger avian predators were a big threat to the offspring even though the parent birds had located their nest at one of the safest possible dwellings a bird could dream of. The caring host in me of course is a bonus for them.

There appeared to be a clear division of labour between the parents. The father bird most often was seen standing guard nearby the nest. Often it dozed off in that position and on one such occasion I enjoyed the luxury of having an unhurried photo-shoot to suit my taste! It is the allocated duty of the mother bird to create the necessary comforts for the eggs for them to survive and mature in to hatchlings and thrive. Sometimes the father bird also took over this job. But this is rare. They resembled a modern day 'working couple' at least in one respect. They are rarely seen together at their nest! Both of them have to work continuously;

I mean forage for the food not only to feed themselves but also to feed the chicks.

We were crestfallen to see tender hatchlings losing life, on some of the occasions, often accidentally. One had fallen in to a bucket of water mixed with detergent powder that was left overnight by us in the backyard by mistake. It was certainly not the right time for flying lessons and why this chick tried to test its wings in the middle of night is a mystery to us. We in our family collectively took a decision not to repeat such mistakes of leaving such hazardous things nearby.

Some hatchlings had fallen down to death from their highly congested 4 inches' diameter nest, located at a height of about 2.50 m from the ground level, often accidentally, with a merciless concrete flooring of the house adding to the misery of those unfortunate chicks.

The parents were seen giving training to the young ones in flying when it is appropriate time for the young ones to live on their own. Once the offspring take wings they are on their own. There may not be any link between





parents and chicks afterwards, most probably. No one knows with any degree of certainty.

We are here today because of our forefathers.

It is an unseen instinct that keeps the chain unbroken in all life forms, from simple single celled organisms to Homo Sapiens, that have the highest known intelligence and live in complex social structures...it is the drive to keep the family going forward...it is about procreation...

As the famous poet Kahlil Gibran had once written in an immortal poem:

"Your children are not your children.

They are the sons and daughters of Life's longing for itself.. ..

You are the bows from which your children as living arrows are sent forth...

And so on..."

Their company is such a wonderful source of joy and above all a stress buster to us. Now we are all set to vacate our house at HPNE, Bungalow Number 4. I am relocating to take up another assignment. It is time for me to move on. I am planning to explore some new vistas and handle new challenges!

HPNE is a great place to live. The bungalow given to me was well-appointed. The Company really took care of us. We wish to thank the management of the Company sincerely and with gratefulness for that.

As we bid good bye to one and all and particularly to this pair of Indian Red-Whiskered Bulbuls the pain of parting is palpable. We may not meet them again.

But then, we meet only to part and go our own way.

That is life! ■

TIME IS GOD

It took millions of years -
For evolution of humans;

It's a command of time
In its unwavering regime!

All get old in time,
Lasting juvenile is the time!

We have a past in journey
The time is a spacious journal!

Everyone has own time
Yet, time is no one's claim!

Time, an untenable
Though measurable!

Time is money
And convertible into many!

Time hurts and heals
For all and above all -
To be watched on wheels!

Time is all time winner
When pain, wait for time!
Watch and walk - Time is 'God'!! ■

Shri J. Atchi Babu
Dy. CE/Works/ECOR/BBS

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The 7 Mountain Railways of India – World Heritage Site

Shri Anil Saxena
Freelancer

The Mountain Railways of India are outstanding examples of hill railways. Opened between 1881 and 1908 they applied bold and ingenious engineering solutions to the problem of establishing an effective rail link across a mountainous terrain of great beauty. They are still fully operational as living examples of the engineering enterprise of the late 19th and early 20th centuries.

These railways are outstanding examples of innovative transportation systems built through difficult terrain, which had great influence on the social and economic development of their respective regions.

Criterion (ii): The Mountain Railways of India are outstanding examples of the interchange of values on developments in technology, and the impact of an innovative transportation system on the social and economic development of a multicultural region, which was to serve as a model for similar developments in many parts of the world. The Mountain Railways of India exhibit an important cultural and technological transfer in the colonial setting of the period of its construction, particularly with regard to the eminently political function of the terminus station, Shimla. The railway then enabled significant and enduring human settlement, of which it has remained the main vector up to the present day.

Criterion (iv): The development of railways in the 19th century had a profound influence on social and economic developments in many parts of the world. The Mountain Railways of India are outstanding examples of a technological ensemble, representing different phases of the development in high mountain areas. The Mountain Railways of India are outstanding examples of how access has been provided to the plains and plateaus of the Indian mountains. They are emblematic of the technical and material efforts of human societies of that period to disenclave mountain populations through the railway. They are well-maintained and fully operational living lines. They are used in a spirit and for purposes that are the same as those at its inception.

Britishers use vacation or extended weekends and long summer vacations in Indian hill stations. As the British Empire began to spread to various parts of the sub-continent, not only did they establish their cantonments, but they also developed many hill resorts where they could go for breaks to beat the excruciating heat in the plains.

But why are we thinking about the vacations taken by the British today? It's because the rail routes that they laid to reach these hill stations still exist. They function with the very same engines and carriages – and a trip to the hills by rail is a real treat, indeed. Here are the five amazing mountain rail routes which we can enjoy till date.

India is home to 5 high altitude railway stations located at higher than 2,000 m and more than 10 station higher than 1,000 m. Tanglang La is a proposed railway station on Bilaspur-Manali Leh railway line at an elevation of 5,359 m (17,582 ft) and it will be the highest railway stations in the world. The Nilgiri Mountain Railway, Darjeeling Himalayan Railway and The Kalka Shimla Railway are listed as Mountain Railways of India World Heritage Site.

Ghum 2,257 m (7,405 ft) – Darjeeling Himalayan Railway

The Darjeeling Himalayan Railway was inaugurated in 1881. This 'toy train' covers a distance



of 88 km in West Bengal from New Jalpaiguri to Darjeeling in seven-and-a-half hours. The train is not merely a source of delight, but it also represents engineering skills of the highest order.

The route has 8 major bridges, 542 minor bridges and 177 unmanned level crossings. The Darjeeling Himalayan Railway, which received the World Heritage Site status on Dec. 2, 1999, has the narrowest of the regular narrow gauges. Ghum is situated in the Darjeeling Himalayan Railway where the toy train runs between Jalpaiguri and Darjeeling in West Bengal. The narrow gauge railway line and toy train are listed as World Heritage Site and Ghum station is known as India's highest railway station at an altitude of 2,257 metres and covers a distance of 78 km. The place is the home of the Ghum Monastery and the Batasia Loop, a bend of the Darjeeling Himalayan Railway.

The highest railway station in the world.: Chicla station at 3,724 m (12,218 ft) in Peru opened in 1878. The Tanggula railway station on the Qingzang railway in China and Tibet, opened in 2006, is at a height of 5,068 m (16,627 feet). In Switzerland, the Jungfraubahn (JB) is a 1,000 mm (3 ft 3 3/8 in) rack railway which runs 9 kilometres (5.6 mi) from Kleine Scheidegg to the highest railway station in Europe at Jungfrauoch (elevation 3,471 m, 11,388 ft).

Ooty 2,210 m (7,251 ft) - Nilgiri Mountain Railway

In 1854, plans were made to build a mountain railway from Mettupalayam to the Nilgiri Hills. However, it took the decision-makers 45 years to cut through the bureaucratic red tape and complete the construction. The line was completed and opened for traffic in June 1899. It was operated first by the Madras Railway under an agreement with the government.

The Madras Railway Company continued to manage the railway line on behalf of the government for a long time until the South Indian Railway company purchased it.

In 1907, the railway received four Double Fairlie locomotives to work on the line. These were part of a batch built by the Avonside Engine Company in 1879 and 1880 for service in Afghanistan, but had been in store since 1887. The Fairlies continued in use until at least 1914. Initially, Coonoor was the final station on the line. In September 1908, the line was extended to Fernhill. By October 15, 1908, it was extended to Udagamandalam. These extensions from Coonoor on the same gauge over a distance of 11 3/4 miles (18.91 km) were done at a cost of ₹ 24,40,000.

The first stretch of the Nilgiri Mountain Railway from Mettupalayam to Coonoor was opened to traffic



in June 1899 and was extended up to Ooty in 1908. The main features of this meter gauge line are the unique rack rail system (between Kallar to Coonoor) and the equally unique and complicated steam locomotives. The delightful little train covers a distance of 46 km from Mettupalayam to Ooty in four-and-a-half hours. On July 15, 2005, UNESCO recognized Nilgiri Mountain Railway as a World Heritage Site.

Famous Hindi song 'Chaiyya Chaiyya' from film 'Dil Se' was shot on the roof top of Nilgiri Mountain Railway or NMR.

Shimla 2,086 m (6,844 ft) – Kalka Shimla Railway

The Kalka-Shimla Railway connects the residents of the plains to the summer capital of British India. Tourists rush to Shimla both in summer and winter seasons, either to beat the heat or to catch the snowflakes. This railway line was opened to traffic on Nov. 9, 1903. The 101 tunnels on this route make the railway line an engineering masterpiece. The six-hour-long, 96 km journey on narrow gauge covers many arched bridges and several picturesque stations. On July 7, 2008 the Kalka-Shimla Railway was included in the UNESCO World Heritage Site list.

The capital city of Himachal Pradesh bounded by amazing valleys of Mandi and Kullu is also famous for its Kalka-Shimla Railway, a narrow gauge railway line from Kalka to Shimla. Kalka-Shimla Railway offers breathtaking views of the hills and surrounding villages located in the foothills of the Himalayas and covers a distance of 96 km. The Kalka-Shimla railway route has 806 bridges, 103 tunnels and is part of the UNESCO World Heritage Site.



Ahju 1,291 m (4,236 ft) – Kangra Valley Railway

The Kangra Valley Railway is found in Himachal Pradesh. It was opened to traffic on April 1, 1929. This line starts at Pathankot and ends at Joginder Nagar, travelling on a narrow gauge for 9 hours and 20 minutes, covering 164 km. There are only two tunnels

on this stretch, which give tourists an opportunity to enjoy the mountains and valleys without any distraction. This railway line, which is famous for its 993 bridges, connects the state with its hydroelectric power house.

All the five mountain railways of India are around a hundred years old. They are still very well maintained and are a real treat for any tourist. It falls on us now to take a break from the hectic city life and enjoy a holiday in these hill stations.

Ahju station is located at an elevation of 1,210 meters (3,970 ft) in the Kangra Valley Railway route. The Kangra Valley Railway line lies between the Dhauladhar ranges of the Himalayas and sub-Himalayan region and runs from Pathankot to Jogindernagar and covers a distance of 164 km.

Kangra Valley Railway

The Kangra Valley Railway lies in the sub-Himalayan region of Kangra Valley and covers a distance of 164 km (101.9 miles) from Pathankot, Punjab to Jogindernagar in Himachal Pradesh, India. The Kangra valley railway comes under the Firozpur division of Northern Railway.

The highest point on this line is at Ahju station at an elevation of 1,290 meters (4,230 ft).

The railway line was planned in May 1926 and commissioned in 1929. The line has two tunnels, one of which is 250 ft (76 m) and the other 1,000 ft (300 m) in length. Trains on this narrow gauge line are pulled by small and less powerful engines than on a broad gauge main line, therefore steep ascents had to be avoided. But instead of expensively boring through the mountains on a straight way, a much longer right-of-way further south was chosen that allowed gentle slopes. From 1942 to 1954 there was no train service east of Nagrota. 6 trains run from Pathankot on daily basis of which two are upto Joginder Nagar and four are upto Baijnath Paprola.

Joginder Nagar 1,189 m (3,901 ft) – Kangra Valley Railway

Jogindernagar railway station is located in Himachal Pradesh and the last station of the Kangra Valley Railway route. Kangra Valley Railway runs from Pathankot to Jogindernagar and its one of two mountain railways that run in Himachal Pradesh and covers a distance of 164 km. There's something almost accidental about the Kangra railway. It was one of the last narrow gauge lines to be built in India, and it's one of the least known. It doesn't service any particular hill station, and its biggest station, Palampur Himachal, is ten kilometres from Palampur town. Its main customers are local villagers, and it doesn't boast many spectacular tunnels or bridges. It's just kind of there. Part of the landscape, you could say. But what a landscape!

Built in the 1920s to ferry heavy equipment to the dam site, the line might not exist if the engineers had been a bit more conscientious about their cost projections. In the end, it cost ₹296 lakhs, more than double the original budget of 134 lakhs. It's survived



other threats since then. In the 1940s, half of the line was torn up, its iron shipped off to help with the war effort. It was rebuilt after the war and reopened in 1954 by the then Railways Minister Lal Bahadur Shastri. There's also something humble about this railway. Unlike its celebrated cousin to the east, the Kalka-Shimla railway, the Kangra railway wasn't built to shuttle an imperial elite to a summer capital. It lacks the lacy frills and petticoat preciousness of its famous relative, the stone tunnels and arched bridges and twee little stations that delight tourists on the Kalka-Shimla line.

The Matheran Light Railway

The Matheran Light Railway, which connects Neral to Matheran, was opened to traffic in March

1907. Matheran means 'the wooded head' or the 'jungle topped'. The only means to get to this peaceful hill station, which was discovered in 1850, is by a little train.

This narrow gauge line takes the sharpest curves when compared to any Indian hill railway line. The view along the journey is indeed breathtaking, and the 21 km ride is covered in two hours. The Matheran Hill Railway (MHR) is a 2 ft (610 mm) narrow-gauge heritage railway in Maharashtra, India, which is administered by the Central Railway. It covers a distance of 21 km (13 mi), cutting a swathe through forest and connecting Neral to Matheran in the Western Ghats. The MHR is on the tentative list of UNESCO World Heritage Sites. ■

Writers and Contributors

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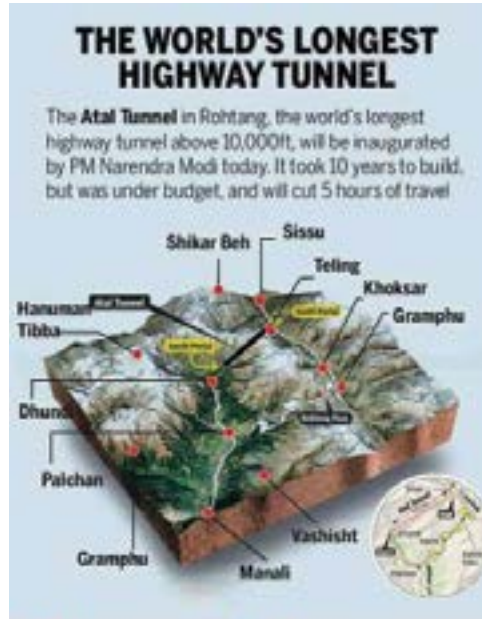
A suitable remuneration shall be paid after its publication. -Editor

ATAL TUNNEL

Shri Anil Saxena
Freelancer

Prime Minister Narendra Modi on 3rd Oct 2020 inaugurated the Atal Tunnel at Rohtang at an altitude of above 3,000 metres in Himachal Pradesh. After the inauguration, he said the tunnel would provide new strength to the country's border infrastructure.

The 9.02 km-long-tunnel, built by the Border Roads Organisation (BRO), is the world's longest highway tunnel and connects Manali to Lahaul-Spiti valley. It provides all-weather connectivity to the landlocked valley of Lahaul-Spiti, which remains cut-off for nearly six months in a year as the Rohtang Pass is usually snow-bound between November and April. Thanks to the tunnel, the people



of the Valley will have round-the-year road connectivity. The tunnel reduces the distance by 46 km between Manali and Leh and the travel time by about 4 to 5 hours. It is expected to boost tourism and winter sports in the region. The tunnel, also significant from the military logistics viewpoint, will provide better connectivity to the armed forces in reaching Ladakh.

In 2019, The Union Cabinet decided to name the tunnel as 'Atal Tunnel' to honour former Prime Minister Atal Bihari Vajpayee for his contributions. The decision was taken in 2000 when he was the Prime Minister. The foundation stone was laid by UPA chairperson Sonia Gandhi on June 28, 2010.

Atal Tunnel: A Few Facts about this Engineering Marvel

- The feasibility study for the Atal Tunnel was first done in 1990. The foundation stone for the access road to the south portal of the tunnel was laid on May 6, 2002. The first blast took place in 2010 and the last blast in 2017. The tunnel was constructed using drill and blast NATM (New Austria Tunnelling Method) techniques.
- The 9.02 km long tunnel connects Manali to Lahaul-Spiti valley throughout the year. Earlier the road remained impacted for about six months every year owing to snowfall. The tunnel is built with ultra-modern specifications in the Pir Panjal range of Himalayas at an altitude of 3000 metres (10,000 feet) from the Mean Sea Level (MSL).
- It reduces the road distance by 46 km between Manali and Leh and the time by about four to five hours. The hard work put in by Border Roads Organisation in the last 10 years is reaching the final stage.
- The South Portal (SP) of Atal Tunnel is located at a distance of 25 km from Manali at an altitude of 3,060 metres, while the North Portal (NP) of the tunnel is located near village Teling, Sissu, in Lahaul Valley at an altitude of 3,071 Metres.
- It is horseshoe-shaped, single tube double lane tunnel with a roadway of 8 metres. It has an overhead clearance of 5.525 metres. Also, it is 10.5-metre wide and has a 3.6 x 2.25 metres fire-proof emergency egress tunnel built into the main tunnel itself. There are 18 egress tunnels where after every 500 metres there is an opening in case of emergency. If any fire incident happens so first thing is how the people trapped are to be rescued. For that there is an entry at every 500 metres.
- Atal Tunnel has been designed for traffic density of 3000 cars per day and 1,500 trucks per day with max speed of 80 km/hr. It has the state of the art electromechanical system including semi transverse ventilation system.
- The tunnel has ample safety features built into it including telephone connections at every 150 metres for emergency communication, fire hydrant mechanisms at every 60 Metres, auto incident detection system with CCTV cameras at every 250 metres, air quality monitoring at every one Km, evacuation lighting/exit signs and broadcasting system throughout the tunnel among others.
- Officials said the Border Roads Organisation (BRO) worked relentlessly to overcome major geological, terrain and weather challenges that included the most difficult stretch of the 587-metre Seri Nalah Fault Zone. The breakthrough from both ends was achieved on October 15, 2017.



Here are 10 Things to Know about the Atal Tunnel

- The decision to construct Atal Tunnel was taken on June 3, 2000, by the then prime minister Atal Bihari Vajpayee. The foundation stone for the tunnel was laid on May 26, 2002.
- On 25 December 2019, the Rohtang tunnel was renamed as Atal Tunnel in the memory of Atal Bihari Vajpayee.
- Atal Tunnel is located at a distance of 25 km from Manali at an altitude of 3,060 meters.
- The 9.02 km long tunnel has been built with ultra-modern specifications in the Pir Panjal Range of the Himalayas.
- It is a horseshoe-shaped, single tube double lane tunnel with a roadway of 8 metres and an overhead clearance of 5.525 metres.
- It has been designed for a traffic density of 3,000 cars and 1,500 trucks per day with a maximum speed of 80 km/hr.
- The tunnel is 10.5-metre wide and a 3.6x2.25 metre fireproof emergency egress tunnel has been built into the main tunnel itself.
- The tunnel is equipped with various security features such as CCTV cameras, telephone connections at every 150 metres for any emergency, fire hydrant mechanism at every 60 metres and auto incident detection system.
- There are evacuation lighting and exit signs at every 25 metres and broadcasting system throughout the stretch.

The historic decision to construct a strategic tunnel below the Rohtang Pass was taken on June 03, 2000 when late Shri Atal Bihari Vajpayee was the Prime Minister. The foundation stone for the Access Road to the South Portal of the tunnel was laid on May 26, 2002.

The historic decision to construct a strategic tunnel below the Rohtang Pass was taken on June 3, 2000 when Atal Bihari Vajpayee was the Prime Minister.

What you should need to know

The Tunnel is built with ultra-modern specifications in the Pir Panjal range of Himalayas at an altitude of 3000 Mtrs (10,000 Feet) from the Mean Sea Level (MSL). The South Portal (SP) of Atal Tunnel is located at a distance of 25 Km from Manali at an altitude of 3060 Mtrs, while the North Portal (NP) of the tunnel is located near village Teling, Sissu, in Lahaul Valley at an altitude of 3071 Mtrs. It is horse shoe shaped, single tube double lane tunnel with a roadway of 8 Mtrs. It has an overhead clearance of 5.525 Mtrs. It is 10.5-metre wide and has a 3.6 x 2.25 Mtrs fire proof emergency egress tunnel built into the main tunnel itself. Atal Tunnel has been designed for traffic density

of 3000 cars per day and 1500 trucks per day with max speed of 80 km/hr.

It has the state of the art electromechanical system including semi transverse ventilation system, SCADA controlled firefighting, illumination and monitoring system.

Also the Tunnel has ample safety features built into it.

Here are some of the key safety features

- Tunnel entry barriers at both portals.
- Telephone connections at every 150 Mtrs for emergency communication.
- Fire hydrant mechanisms at every 60 Mtrs.
- Auto incident detection system with CCTV cameras at every 250 Mtrs.
- Air quality monitoring at every 1 Km.
- Evacuation lighting / exit signs at every 25 Mtrs.
- Broadcasting system throughout the tunnel.
- Fire rated Dampers at every 50 Mtrs.



The Union Cabinet met under the chairmanship of Prime Minister Shri Narendra Modi on 24th December 2019 and decided to name the Rohtang Tunnel as Atal Tunnel to honour the contribution made by the former Prime Minister Shri Atal Bihari Vajpayee. The Border Roads Organisation (BRO) worked relentlessly to overcome major geological, terrain and weather challenges that included the most difficult stretch of the 587-metre Seri Nalah Fault Zone. The breakthrough from both ends was achieved on October 15, 2017.

The all-weather Atal tunnel inaugurated by Prime Minister Narendra Modi on Saturday will reduce the distance between Manali and Leh by 46 km and the travel time by four to five hours.

It is the longest highway tunnel in the world. The strategically important tunnel is 9.02 km long and it connects Manali to Lahaul-Spiti valley throughout the year. The valley was earlier cut off for about six months every year due to heavy snowfall. The tunnel is built with ultra-modern specifications in the Pir Panjal range of Himalayas at an altitude of 3,000 metres (10,000 feet) from the Mean Sea Level (MSL).

The south portal (SP) of Atal Tunnel is located at a distance of 25 km from Manali at an altitude of 3,060 metres, while the north portal (NP) of the tunnel is located near village Teling, Sissu, in Lahaul Valley at an altitude of 3,071 metres.

It is a horse shoe shaped, single-tube double lane tunnel with a roadway of 8 metres and has an overhead clearance of 5.525 metres.

The tunnel, built at a cost of about ₹ 3,300 crore, is extremely significant from the point of view of the country's defence.

The BRO worked relentlessly to overcome major geological, terrain and weather challenges that included the most difficult stretch of the 587-metre Seri Nalah Fault Zone. The breakthrough from both ends was achieved on October 15, 2017.

Talking about the tunnel, a BRO official said it provides a telephone facility at every 150 metre of its stretch, a fire hydrant every 60 metre, emergency exits every 500 metre, turning cavern every 2.2 km, air quality monitors every 1 km, broadcasting system and automatic incident detection system with CCTV cameras every 250 metre. The Atal Bihari Vajpayee government had taken the decision to construct the strategic tunnel below the Rohtang Pass on June 3, 2000, and the foundation stone for the access road to the south portal of the tunnel was laid on May 26, 2002. Vajpayee got the idea for constructing the tunnel on a suggestion from his friend Arjun Gopal of Tashi Dobhe village in Lahaul, Himachal Pradesh Chief Minister Jai Ram Thakur said.

PRIME MINISTER, NARENDRA MODI

Strategic 'Atal Tunnel' will change fortunes of the region and help promote tourism.

The Modi government decided to name the Rohtang Tunnel as Atal Tunnel in December 2019 to honour the former prime minister who had passed away the previous year.

The 'strategic' Rohtang tunnel, christened as Atal Tunnel and connecting Manali to Leh will change the fortunes of the region and help promote tourism, Prime Minister Narendra Modi said on Wednesday. Speaking at an event held to name the underground motor passage after former Prime Minister Atal Bihari Vajpayee, Modi said the project is very important for the country.

While the 9.02 kilometre long Atal Rohtang tunnel is bound to change the lives of tribals in Lahaul valley of Himachal Pradesh forever by giving them all weather connectivity to rest of the world, it is a matter of rejoicing for the tiny state with Prime Minister Narendra Modi recalling his personal connect with HP, while dedicating the tunnel to the nation.

Atal Tunnel would empower Himachal Pradesh and J&K's Leh and Ladakh. Speedier Economic Progress is directly dependent on fast track execution of various infrastructure works, said the PM "I remember when I was associated with Himachal for organisational work, I, along with the then chief minister, Prem Kumar Dhumal used to take up the issue of tunnel for the Lahaul folks with the then PM, Atal Bihari Vajpayee strongly when he came for a stay in Manali."

"We knew the hardships of travel through Rohtang Pass. Vajpayee resolved to do this and had announced so in 2000 during his visit to Keylong. It is a lifetime satisfaction. It is a historic moment that the tunnel is being dedicated to the nation," Modi said in a public meeting in Sissu in tribal Lahaul valley.



The strategic importance of the Rohtang tunnel

Cutting through the Pir Panjal range, the tunnel will reduce the distance between Manali and Leh by 46 kms. The Rohtang Pass, to which tunnel provides an alternate, is located at a height of 13,050 feet, and a journey from Manali valley to Lahaul and Spiti



valley, which normally took more than five hours would now be completed in little over 10 minutes time.

The tunnel will also provide a high degree of all weather connectivity to Leh and forward areas of Ladakh, which remain cut off for nearly six months from the rest of the country due to snow on the passes enroute. This is extremely significant from the military logistics point of view.

An alternate road link to Leh has also been developed by the BRO and is in final stages of completion. The Darcha-Padam-Nimu road will soon be operational but to make it an all-weather road, a 4.15 km long tunnel will have to be built at Sinka La pass at a height of 16,703 feet.

There are several user friendly features of the Atal Tunnel, including an emergency escape tunnel which has been built under the main tunnel. This would provide an emergency exit in case of any untoward incident taking place, which may render the main tunnel unuseable.

The tunnel also provides a telephone every 150 metres, fire hydrant every 60 metres, emergency exit every 500 metres, turning cavern every 2.2 km, air quality monitoring system every one km, broadcasting system and automatic incident detection system with CCTV cameras every 250 metres.

BRO officials say vehicles will travel at a maximum speed of 80 km per hour in the tunnel and upto 1,500 trucks and 3,000 cars are expected to use it per day when the situation turn normal post Covid-19 restrictions.

Nearly 3,000 contractual workers and 650 regular employees worked in shifts through 24 hours on the project. The project suffered slight delays following the Covid-19 pandemic outbreak as workers and material were not available due to lockdown.

"It was after 2014 that unprecedented pace was given to the project. Every problem faced by the BRO was resolved. The result was that while earlier 300-metre tunnel work was being accomplished every year, it reached 1,400 metres a year. In six years, we completed the work of 26 years," he said.

'Economic loss'

Mr. Modi said the delay in completion of key infrastructure-related projects such as the 'Atal Tunnel' would only harm the country's interests. "The delay not just causes inconvenience to people but the country also has to bear the loss on economic front. In 2005, the estimated cost of this tunnel was projected at ₹950 crore, but due to continuous delay, the tunnel has now been completed after spending over ₹3,200 crore," he noted.

There was a direct relationship between connectivity and the country's development. "More connectivity means more development. Especially in border areas, the development of connectivity is related to the nation's security needs. But unfortunately, the seriousness surrounding the connectivity of border development was never shown by previous governments due to lack of strong political will".

Just like the 'Atal Tunnel', many other important projects across the country had been ignored for long. "In Ladakh's Daulat Beg Oldi, the airstrip, which is strategically very important, was closed for over 40-50 years. What was the compulsion? What was the pressure? I don't want to go into details... The truth is that it was due to the strong will of the Air Force that the airstrip started to operate, and there was no 'political will' seen behind it,".

"There had been several other such projects that were very important from security and convenience point of view, but for several years they were ignored by previous regimes... these projects were not just of strategic importance but would have ushered in economic prosperity as well. However, in the last six years, the situation has started to rapidly change. Specially, for connectivity development in the border areas, we have been working with full force. In the Himalayan region - be it Himachal Pradesh, Jammu-Kashmir, Kargil, Leh-Ladakh, Uttarakhand, we completed the projects and work on several other projects is being done". ■

The Lockdown Effects : Making of a Balcony Garden

Rita Sinha

*Ex-Chief Counsellor,
Rice Education, Kolkata*



The beginning of Corona, with no end in sight, affected the normal living and lifestyle of the entire world in an exasperated way. The Janata Curfew on 22nd March, was the beginning of an unexpected, cumbersome and often, most irritable part of our life that almost all of us have had to endure. Similar to crores of other people around the world, I too had to face the lockdown, the term we have been compelled to know, experience and despise.

I have had an exposure to professional life and worked in corporate sector for quite a few years before taking a long break for my family. Since childhood, I have had a deep interest in plantation, nature and a green ambience. It was further reinvigorated during my academics when I came to know of the importance of nature for a sustainable world.

With continuous lockdown and incessant uncertainty associated with Corona, schools remaining shut and my daughter too being forced to remain indoors,

I decided to give my passion, plantation, a serious try. However, being confined to apartment culture in cities, I had little options. I then tried my hand in converting my little balcony, a real little garden.

It was tough initially and it still is. Turning a little apartment balcony into a verbatim garden for flowers and vegetables is very difficult. However, with my own knowledge and little help from books and internet, I started growing different flowers like rose, petunia, chrysanthemums, verbena, aster and very soon that started attracting attention of neighbours and passers-by. In the next few weeks, we could see a number of other balconies in our block having a smaller set of flowers pots and plantations, adorning the whole building.

With lockdown getting extended and classes of my daughter getting online, I decided to try out growing a few vegetables in my little balcony garden. I started out with chilli and was really pleased to see little chillies appearing in my garden. It was followed up with bitter melon (karela), garlic and kalami saag. By using cow dung, egg shells and used tea leaves as fertilisers, watering plants properly and regularly, I have tried to create a support system to sustain my plants in the balcony. My happiness knew no bounds when I come across these beautiful flowers and vegetable adorning my little balcony garden which I once thought would be impossible to be turned into a reality.

This Corona virus induced lockdown certainly had been very frustrating for all of us but a little bit of effort and passion has helped me to create what I honestly enjoy, making of a small but beautiful balcony garden within my small flat and a dream coming true in a limited but satisfying way. ■



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