

February 2021

₹ 20



INDIAN RAILWAYS



KEVADIYA

**Railway station
Inaugurated on
17th January**

– A Special Report



**FIT INDIA MOVEMENT
ALL OVER INDIAN RAILWAYS**

– Special Coverage

TIMKEN

**OPTIMIZED PAYLOAD
INCREASED DURABILITY
REDUCED COSTS
POWERFUL EFFICIENCY**



www.timken.com/en-in/



Stronger. **By Design.** We changed our design so you don't have to. Engineered smart with advanced technology, The power dense Timken® AP-2™ Short G bearing can be directly installed or retrofitted on Short G journals - without modification. With more bearing on track than any other manufacturer, Timken knows this innovative technology can help increase productivity and reduce operating costs.

REGIONAL OFFICES

North - New Delhi

Tel: 011 - 46043444

Fax: 011 - 41756851

Email: salesdelhi@timken.com

East - Kolkata

Tel: 033 - 44053300

Fax: 033 - 44004845

Email: saleskolkata@timken.com

West - Pune

Tel: 020 - 41053200

Fax: 020 - 40037709

Email: salespune@timken.com

South - Bangalore

Tel: 080 - 41362000

Fax: 080 - 41362010

Email: salesbangalore@timken.com

Stronger. Commitment. Stronger. Value. Stronger. Worldwide. Stronger. Together. | Stronger. By Design.



IRIS
Certification



Coaches & Trainsets

Air Conditioners with Micro-processors

Bio Vacuum Toilet Systems

FRP Toilet Cubical

Side Panels and Roof Panels for Coach Interiors

Seats and other Accessories for Coach Interiors

Diesel Locomotives

Traction Alternators

Traction Motors

Radiator Cooling Fans

Dynamic Brake Grids

Dynamic Brake Blower Motors

Auxiliary Generators

Dustbin Blower & Motor

Driver Cab Air Conditioners

Electric Locomotives

Traction Motors

Traction Transformers

Pantographs

Harmonic Filters

Driver Cab Air Conditioners



Daulat Ram
ENGINEERING

10/2, NH-12, Simrai, Post Obedullahganj, Dist. Raisen, Near Bhopal 464 993 INDIA
Tel.: +91 7480 231400 / 252 / 253, 8889000732 / 34 / 35 / 36. Fax: +91 7480 231250
e-mail: info@daulatram.org • web: daulatram.com

River Engineering Pvt Ltd is engaged in designing, manufacturing and supplying of top-of-the-line products in the technology arena of electrical, magnetic and electro-mechanical for **Mainline Railways, Metro Rail, Aerospace and Defence applications.**

An array of products that are manufactured by the company are for **electric locomotives, passenger coaches** and high-end precision items for aerospace and defence, among others.

The company's core competencies comprise technology absorption, **customisation**, modification, **design & development**, testing, installation and project management.

The state-of-the-art manufacturing facility has been certified for **quality management, health and safety, environment** protection, **military worthiness** and quality assurance for **aerospace and defence.**

Key Products

Railways & Metro



On-load Single Phase High Voltage Tap Changer for Electric Locomotives



Lube Oil Pump



Water Pump



Terminal Block



Pantograph



Shock Absorbers & Dampers for Locomotives and Coaches



Coach to Coach Coupler



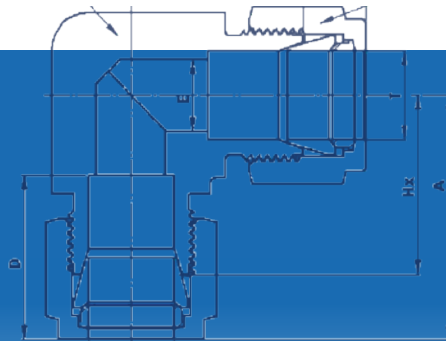
Gear Box Case



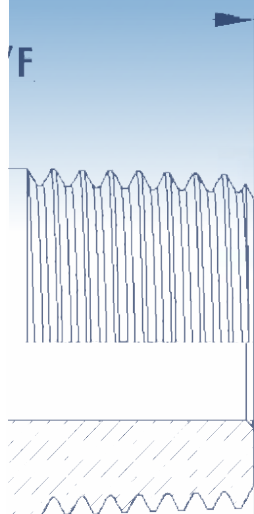
Electrical Panel

River Engineering Pvt Ltd

54-55, Toy City, Ecotech-III, Greater Noida - 201 306 (UP), INDIA
E-mail: marketing@riverengg.com • Web: www.riverengg.com



AT THE FOREFRONT OF INNOVATION



B



Design & Engineering
High Performance Connectors
Onsite Installation
Swaging Services
Pre-Piped Assemblies

Fluid Controls® has over 45 years of experience in design and engineering connections for Rail & Metro brake piping assemblies. At our DSIR-approved R&D center, we offer customers design and FEA services, performance testing at our state-of-the-art laboratory and customized pre-fabricated tube and hose assemblies.

Editorial Board

Shri Suneet Sharma

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

Shrimati Geeta Srikala

Cover Photo

Replica of Sardar Vallabhbhai Patel's
'Statue of Unity' in front of Kevadiya
Railway Station inaugurated on
17th January, 2021

Unless specifically mentioned, the articles and
statements published in this journal do not
necessarily reflect the views and policies of the
Ministry of Railways (Railway Board)

ANNUAL SUBSCRIPTION (OFFLINE)

INDIA

₹ 250 (₹ 200 for Railwaymen)

FOREIGN

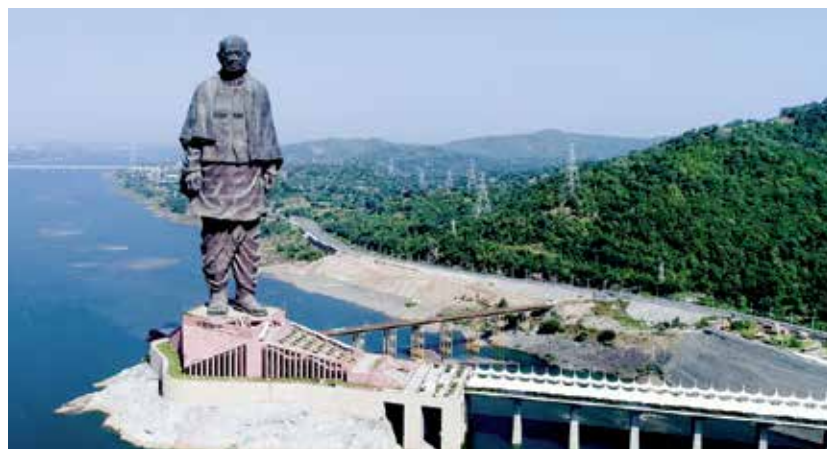
₹ 1250 (Sea Mail)

₹ 2500 (Air Mail)

SINGLE COPY : ₹ 20

SPECIAL ISSUE : ₹ 70

(See page 30 for
ONLINE and OTHER DETAILS)



COVER STORY : History Created in Gujarat as World's Tallest
Statue of Unity is now on Indian Railway's map with
inauguration of new Kevadiya Railway Station
by Hon'ble Prime Minister **9**

PM Dedicates Rewari-Madar Section...	14
Prime Minister Flags Off 100 th Kisan Rail...	16
Ease of Doing Business with Railway...	17
Indian Railway Launches Upgraded e-Ticketing Website...	18



Fit India Movement
22

OUR UNSUNG HEROES **36**

"Who Am I?" - QUIZ **36**

Zonal Railways/PU News	37
------------------------	----

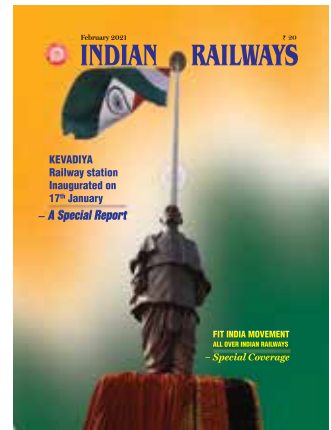


Valour on
Footplate
Shri Sudhendu
J. Sinha
47

The Changing Landscape of Contemporary Libraries	49
<i>Shri Rajesh Kumar Sinha</i>	
The Siren Blown	51
<i>Shri Subrata Bhattacharya</i>	
FMC...	54
<i>Shri Uppuluri Krishna Murty</i>	
Globalisation and Pandemic	57
<i>Prof. S. Balakothandapani</i>	
Him Darshan Express with Vistadome Coaches between Kalka-Shimla	59
<i>Shri Anil Saxena</i>	

OTHER FEATURES

PAINTINGS by Shri Om Prakash	50
Character's Identity : Poem by Kavyayini Singh	63
Twilight : Poem by Apurba Kumar Chakravorty	63



Editorial

If morning shows the day, 2021 bids fare to be an eventful year for Indian Railways. The first month of the calendar year has been full of activities – portions of both Eastern (on 29th Dec) and Western DFC (on 17th Jan) have been inaugurated, IRCTC's revamped ticketing website has been launched, Freight Business Development portal has been started, Kevadiya Rly station inaugurated, 5 Kevadiya-bound trains flagged off from different directions and inauguration of another renovated station in Gujarat (Gandhinagar) is in the pipeline.

Kevadiya – a small quaint township in the Narmada basin of Gujarat State is suddenly grabbing public attention. How many of us would have even heard the name 10 years back? Barely a few. The small human settlement made brief appearances in Newspaper Headlines during Saradr Sarovar Dam project movement and then once again quickly receded back into oblivion. Today it is drawing throngs of national and international tourists. Apart from the main attraction of the Sardar Vallabhbhai Patel's gigantic statue, today Kevadiya boasts of a tent city, a cactus garden, a Children's Nutrition Park, River-rafting and Jungle safari and bears tell-tale evidence of what can be achieved when vision is backed up by steely resolve. The new Railway Station at Kevadiya and trains flagged off during its inauguration will help tourist have a quicker access to this newly developed tourist spot of Gujarat. The cover story of this month is on Kevadiya and the newly inaugurated Station building there.

Apart from the regular features like Central news, Zonal Railway news, infographics and picture Gallery the issue also contains a poem written by Ms Kavyayini Singh, 13 year old daughter of one of the Board's Officers and beautiful drawings by Shri Om Prakash, Sr PRO, S Rly. 72nd Republic Day was celebrated all over IR with great patriotic zeal and enthusiasm. Detailed coverage of the events will be carried in the next issue of the magazine.

Our magazine has a rich legacy of more-than-60-years old glorious past and our readers will have a glimpse of it in our newly introduced feature named 'From the Archive.' We would like to have our esteemed readers' feedback on the item.

This magazine congratulates S Rly for having won SILVER in the prestigious SKOCH Awards under the category of excellence in Response to COVID-19 and Western Railway for winning the first position in Transportation Sector in the National Energy Conservation Awards-2020.

Shri Suneet Sharma has joined as Chairman & CEO of Railway Board w.e.f. 31st December, 2020. The magazine wishes him all the best for the assignment. ■

Corrigendum : In the editorial column of January '21 issue, 2020 was inadvertently mentioned as the 50th Anniversary of Hiroshima-Nagasaki bombing. 2020 was actually the 75th anniversary of the incident. The oversight is sincerely regretted.

History Created in Gujarat as World's Tallest Statue new Kevadiya Railway Station



History was created in Gujarat on Sunday, 17th January, 2021 as the world's tallest statue – The Statue of Unity of Iron Man Sardar Vallabhbhai Patel came up on Indian Railways map at Kevadiya, Gujarat. On this occasion, Hon'ble Prime Minister of India also inaugurated the Dhaboi-Chandod Gauge converted BG line, Chandod-Kevadiya new BG line, Pratap Nagar-Kevadiya newly electrified section and new station buildings at Dhaboi Jn., Chandod and Kevadiya. Hon'ble Prime Minister of India also flagged off 8 new Kevadiya – bound trains from various destinations through video conferencing. With this marvelous milestone, a seamless connectivity by rail has been provided to pilgrims, passengers and tourists alike from different parts of the country visiting the various holy places nestled on the banks of holy river Narmada as well as other places of interest in the vicinity of the Statue of Unity.

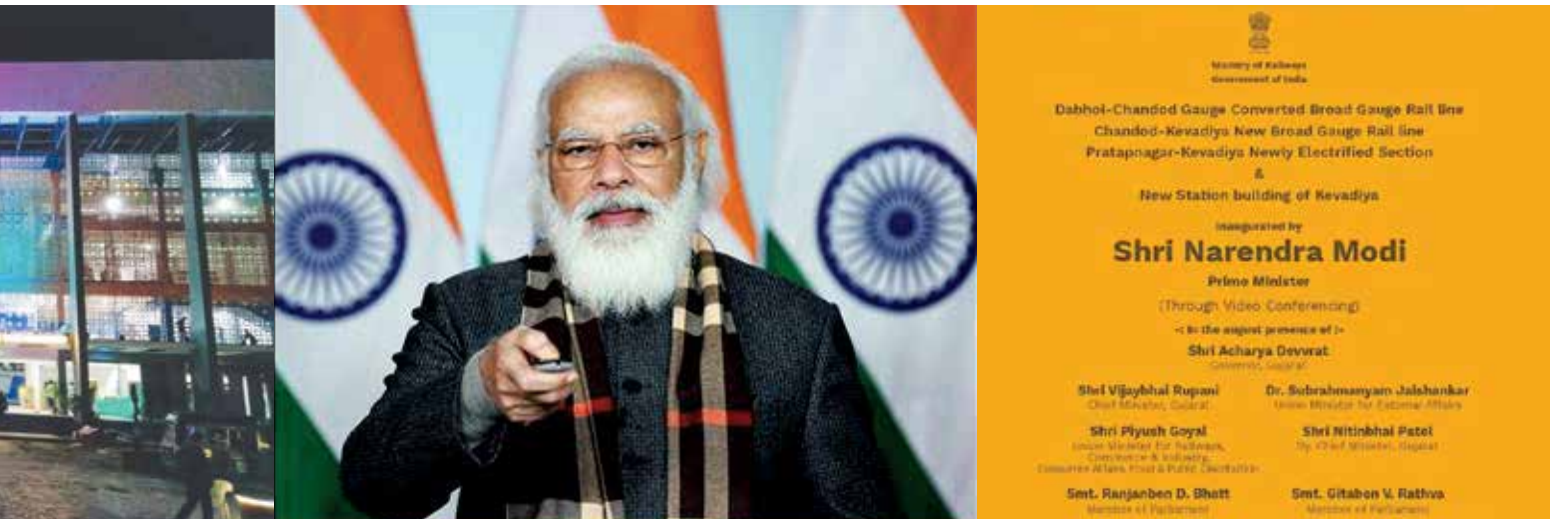
The path to this achievement was not at all easy in view of the challenges posed by COVID pandemic reducing work force of engineers, extended monsoon resulting in loss of working days and various hurdles faced in the process of land acquisition. It is worth mentioning here that the foundation stone for the construction of Statue of Unity was laid by Hon'ble Prime Minister on 31st October, 2013 when he was the Chief Minister of Gujarat on the occasion of the birth anniversary of Sardar Patel.

The gigantic statue of Unity standing tall at a towering high of 182 meters warmly opened its doors to the public on 31st October, 2018 on the occasion of the 143rd birth anniversary of Sardar Patel. This unique idea is a tribute to Sardar Vallabhbhai Patel – The Iron Man and the Architect of the today's united India. The inspiring leader stood tall and integrated the princely states into the Indian Union laying the foundation of a strong and prosperous India. As an ode to this great figure,





of Unity is now on Indian Railway's map with inauguration of by Hon'ble Prime Minister



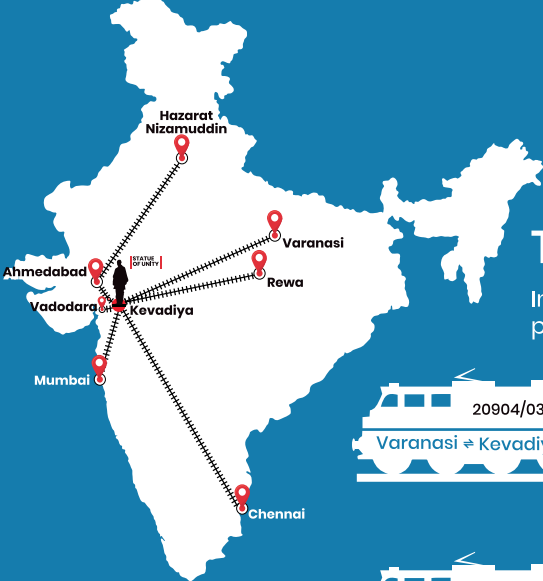
the Indian Railways has succeeded to bring every Indian closer to this great son of mother India.



Today, Kevadiya is a major pilgrim destination drawing huge crowds from all over the country. Kevadiya railway station has been registered by IGBC for being India's first railway station to be certified as Green Building ever since its inception. The water management through rain water harvesting, sewage treatment plants and LED lights used in the Station will all play a major role in running the station without any detrimental effect on the environment. The projects (the stations and the new lines) are also expected to give a fillip to the developmental activities in the nearby tribal regions, boost connectivity to important religions and ancient pilgrim places on the banks of river Narmada, increase both domestic and international tourism and act as an overall catalyst for socio economic development of the region while also helping generate new employment and business opportunities. It will now be easy for tourists to plan their tours of the region. ■

SALIENT FEATURES OF THE PROJECT

- The project was sanctioned at a cost of ₹ 811 cr.
- Land acquisition for new line project was completed as late as July 2020 and the project has been commissioned only in 5 months.
- It has total of 7 stations with 3 major (crossing) stations & 4 minor (halt) stations.
- Out of these 4 are new stations - Moriya, Tilakwada, Garudeshwar & Kevadiya, and 3 are existing stations, namely Dabhoi Jn., Vadaj & Chandod.
- There are 8 major bridges, 79 minor bridges, 9 Road Over Bridges & 31 Road Under Bridges.
- The sectional speed between Pratapnagar -Dabhoi has been raised from 75 kmph to 110 kmph in a short span of 75 days & Dabhoi – Kevadiya section has been built with 110 kmph. The speed of the entire section from Pratapnagar – Kevadiya will be further enhanced to 130 kmph.
- The station buildings at Dabhoi Jn., Chandod & Kevadiya have been designed aesthetically incorporating local features and modern passenger amenities. Also, Kevadiya station is India's first railway station with a Green Building Certification since inception of construction.
- Modern engineering techniques & equipment such as Mobile Flash Butt Welding machines, Ready Mix Concrete (RMC), Heavy Earth Moving equipment, Heavy duty Road Cranes & Track Machines were deployed to quicken the pace of Civil Engineering work.
- A unique technical solution for design of Minor bridges has been adopted by using locally available RCC Hume pipes. This has not only reduced execution time but has also garnered a savings of approx. 27 cr.
- Innovative technologies such as Factory Acceptance Test (FAT) & Sight Acceptance Test (SAT) for Electronic Interlocking Signalling system through Virtual Mode (during COVID-19 pandemic) have been used to speed up the Signalling works & to reduce commissioning time.
- Tower Wagons, Over Head Equipment (OHE) wiring train were utilized for expedition of Electrification works.

Train No	From	To	Train Name & Frequency
09103/04	Kevadiya	Varanasi	Mahamana Express (Weekly)
02927/28	Dadar	Kevadiya	Dadar-Kevadiya Express (Daily)
09247/48	Ahmedabad	Kevadiya	Janshatabdi Express (Daily)
09145/46	Kevadiya	H. Nizamuddin	Nizamuddin-Kevadiya Sampark Kranti Express (Bi-Weekly).
09105/06	Kevadiya	Rewa	Kevadiya-Rewa Express (Weekly)
09119/20	Chennai	Kevadiya	Chennai-Kevadiya Express (Weekly)
09107/08	Pratapnagar	Kevadiya	MEMU train (Daily)
09110/09	Kevadiya	Pratapnagar	MEMU train (Daily)





Western Railway
www.indianrailways.gov.in

Trains connecting to Kevadiya

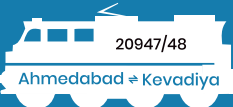
Introduction of several new train services connecting Kevadiya from different parts of the country. This will provide seamless rail connectivity to the region.




20904/03
Varanasi ⇌ Kevadiya
Mahamana Express
Weekly




12927/28
Dadar ⇌ Kevadiya
Dadar-Kevadiya Express
Daily



20947/48
Ahmedabad ⇌ Kevadiya
Janshatabdi Express
Daily




20949/50
Ahmedabad ⇌ Kevadiya
Janshatabdi Express
Daily



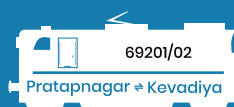
20946/45
H. Nizamuddin ⇌ Kevadiya
Sampark Kranti Express
Bi-Weekly




20906/05
Rewa ⇌ Kevadiya
Mahamana Express
Weekly




20919/20
Chennai ⇌ Kevadiya
Chennai - Kevadiya Express
Weekly




69201/02
Pratapnagar ⇌ Kevadiya
MEMU train
Daily



69203/04
Pratapnagar ⇌ Kevadiya
MEMU train
Daily



69205/06
Pratapnagar ⇌ Kevadiya
MEMU train
Daily



SALIENT FEATURES OF KEVADIYA STATION

- Kevadiya Railway Station has been registered with the Indian Green Building Council (IGBC) for being India's First Railway Station to be certified as Green Building by IGBC ever since inception of construction
- LED lights and star rated branded electrical appliances will save electricity.
- Water management through rain water harvesting, sewage treatment plant, eco-waterless urinals and drip irrigation.
- The segregated green waste at source will be reused to produce fertilizer and reduce waste
- First 2 levels have passenger facilities such as AC Waiting rooms & VVIP Lounge.
- The 3rd level houses a viewing gallery from which tourists can have a good view of Statue of Unity & a tribal art gallery is also being developed here
- A 12 feet tall replica of 'Statue of Unity' is installed at the prime location of station circulating area. It is also designed by the same sculptor Shri Ram V. Sutar who designed & created the Statute of Unity.
- The surrounding area has vast parking space, landscaping, thematic park, solar light poles, wide traffic way, horticulture plants, thematic park with selfie zone, food courts & children's play area.



A 12 feet tall replica of the 'Statue of Unity' is installed at the station circulating area. It is designed by the same sculptor Shri Ram V. Sutar who designed & created the Statue of Unity



Green building certified station



Viewing Gallery at station from which tourists can have a panoramic view of Statue of Unity



Western Railway
www.indianrailways.gov.in

Highlights of New Kevadiya Railway Station

Approx
6.5 km ↑
Statue of Unity

Approx 6.5 km away from the Statue of Unity



Thematic Park with Selfie Zone, Landscaped Gardens, Children's Play area & Food Courts & vast parking space

Amenities & Facilities



Hop On Hop Off Bus Service



Amenities such as Executive Lounge, Retiring Rooms, AC Waiting Rooms, Tourist Reception Centre



Facilities for Divyang & Sr. Citizen passengers – Ramps, Low height ticket counters, Divyang friendly Drinking Water Points & Toilets



Electronic Train Indicators, CCTV Cameras, Wi-Fi, GPS Enabled Clocks, P A System

KEVADIYA STATION



TRAINS READY FOR FLAGGING OFF FOR KEVADIYA ON 17 JANUARY, 2021



Southern Railway



Western Railway



Complimentary food during inaugural run



INTERIOR OF THE VISTADOME COACHES RUNNING ON AHMEDABAD - KEVADIYA SECTION

*Courtesy : Shri Ajeet Singh Yadav,
Publicity Inspector, Railway Board.*



Observatory lounge



Sink-in Food-tray

FEATURES

- * LHB Coaches with sky-line view
- * Rotatable seats with sink-in food tray
- * Large glass windows and observatory lounge
- * Wi-fi based passenger information system
- * Air spring suspension
- * Charging socket below arm-rest
- * Better ride comfort
- * Digital display screen
- * CCTV surveillance

PM Dedicates Rewari - Madar Section of Western Dedicated Freight Corridor to the Nation

- India Joins Select Nations in the World with the flag off of Double Stack Container Train



Prime Minister Shri Narendra Modi dedicated to the nation the 306 km long Rewari-Madar section of the Western Dedicated Freight Corridor (WDFC) 7th January, 2021 through video conference. He also flagged off the Double Stack Long Haul Container Train on this route. Governors Rajasthan and Haryana, Chief Ministers of Rajasthan and Haryana and Union Ministers Shri Piyush Goyal, Shri Gajendra Singh Shekhawat, Shri Arjun Ram Meghwal, Shri Kailash Choudhary, Shri Rao Inderjit Singh, Shri Ratan Lal Kataria, Shri Krishan Pal Gurjar were present on the occasion.

Dedicated Freight Corridor Corporation of India (DFCCIL) is constructing the Western DFC (1506 Route km) and Eastern DFC (1875 route km including Sonnagar-Dankuni PPP Section). The EDFC starting from Sahnewal near Ludhiana (Punjab) will pass through the states of Punjab, Haryana, Uttar Pradesh, Bihar and Jharkhand to terminate at Dankuni in West Bengal. The Western Corridor connecting Dadri in Uttar Pradesh to Jawaharlal Nehru Port (JNPT) in Mumbai will traverse through the states of UP, Haryana, Rajasthan, Gujarat and Maharashtra.

DFCCIL will run freight train at the maximum speed of 100 km/per hour as against the current maximum speed of 75 kmph on Indian Railway tracks whereas the average speed of freight trains will also be increased from existing speed of 26 kmph on Indian Railways lines to 70 kmph on Dedicated Freight Corridors (DFC). The opening of this stretch will benefit various industries in

Rewari-Manesar, Narnaul, Phulera & Kishangarh areas of Rajasthan & Haryana. In addition to this, the container depot of CONCOR at Kathuwas will also come on the DFC map and get advantage in terms of faster throughput. The ports of Gujarat like Kandla, Pipavav, Mundhra, Dahej etc will have an uninterrupted connectivity to the Northern parts of India. With the dedication to the nation of the 351-km Bhaupur- Khurja section, and the interchange point between the WDFC & EDFC at Dadri, seamless connectivity can be ensured. ■




#PragatiKaRailCorridor

देश में मालदुलाई का स्वरूप बदलती भारतीय रेल

प्रधानमंत्री नरेन्द्र मोदी ने WDFC के रेवड़ी-मदार सेलैन्ड का लोकार्पण कर डबल स्टैक कंटेनर ट्रेन के परिचालन की करी शुरुआत

इन शहरों के उद्योगों को मिलेगा लाभ

• रेवड़ी -मनेसर	• मिवाडी
• नारनौल	• धारुहेड़ा
• फुलेरा	• अजमेर
• किशनगढ़	• पुष्कर

OPERATION CONTROL CENTRE (OCC) AT PRAYAGRAJ



HIGHLIGHTS

- Heavy Haul train operation with 25 Ton axle load has been envisaged for the First time in India.
- Double stack long haul containers train movement on this section will give assured time bound delivery at Ports and faster evacuation of cargo from the ports to the hinterland.
- Double line electric (2 X 25 KV) track to undertake higher haulage at higher speeds
- Automated New Track Construction (NTC) machine with record single day track laying of more than 3 km.
- More Powerful Locomotives 7000 kW (9000 HP) CO-CO 6 axles
- High rise Over Head Equipment (OHE) of 7.4 meter height (existing IR OHE 5.5 m) for double stack container movement on flat wagons.
- Connecting Multi Modal Logistic Hubs and Delhi-Mumbai Industrial Corridor
- Reduced Energy Consumption using latest technology
- *Green Initiatives* - developed as 'Low Carbon & Energy Efficient Green Transportation' with reduced GHG emissions w.r.t. freight transportation by existing rail and road system
- Exclusive operation for freight trains

EARLIER

Shri Narendra Modi, Hon'ble Prime Minister inaugurated the 351 Km Bhadan - Khurja Section and Operation Control Centre at Prayagraj on 29th December, 2020. Shri Yogi Adityanath, Hon'ble Chief Minister, Uttar Pradesh along with Shri Piyush Goyal, Hon'ble Minister of Railways, Commerce & Industry, Consumer Affairs, Food and Public Distribution also graced the occasion.

This important section is situated in India's most populous state of Uttar Pradesh and is built at a cost of ₹ 5,750 crores. This section is funded by the World Bank. The New stations in this section are Bhaupur, Kanchausi, Achalda, Ekdil, Bhadan, Makhanpur, Tundla, Hathras, Daudkan and Khurja. Some of the important Industrial Areas that straddle this section are Aligarh, Khurja, Firozabad and Agra.

This section will open new vistas of opportunity for the districts passing through the Khurja-Bhaupur section. The DFC alignment covers the districts of Kanpur Dehat, Auraiya, Etawah, Firozabad, Hathras, Aligarh and Bulandshahr. Kanpur Dehat district's Pukhrayan region is known for aluminium utensils production. They are sold in local markets as well as in other districts like Jhansi, Hamirpur, Banda, Kanpur, Auraiya, Etawah etc. DFC will provide a wider reach for the aluminium industry. Auraiya district is renowned for milk processing and the production of desi ghee which is an offshoot of animal husbandry. The district is a major producer of pure desi ghee.

The state-of-the-art Operation Control Centre (OCC) at Prayagraj (Allahabad) will act as the command centre for the entire route length of 1856 Kms. of the Eastern Dedicated Freight Corridor (EDFC), controlling and monitoring the system including Train operation and power supply system.

Building Architecture

The OCC has a total built-up area of 13,030 square metres and has been developed on a land parcel of 4.20 acres. It is one of the most modern and resilient control buildings of its kind globally for Train Operations. The building is environment-friendly with a Green Building rating of GRIHA4 equipped with solar power and rain water harvesting. The OCC is fully equipped to meet the purpose of Accessible India Campaign (Sugamya Bharat Abhiyan) for achieving universal accessibility for Persons with Disabilities. ■

Prime Minister Flags Off 100th Kisan Rail from Sangola to Shalimar



Shri Narendra Modi, Hon'ble Prime Minister flagged off the 100th Kisan Rail from Sangola (Maharashtra) to Shalimar (West Bengal) on 28th December, 2020 through video link.

Shri Narendra Singh Tomar, Minister for Agriculture & Farmers Welfare, Rural Development, Panchayati Raj and Food Processing Industries, Govt. of India and Shri Piyush Goyal, Minister for Railways, Commerce & Industry, Consumer Affairs, Food & Public Distribution, Govt. of India were present on the occasion through video link. The first Kisan Rail which started in August 2020 as a weekly train, gained popularity and is now running on three days in a week.

Background

Railways and Agriculture both worked even during lockdown and ensured the foodgrains reached every nook and corner of the country. Kisan Rail has become a game changer in ensuring a fast transportation of agriculture produce across the nation. It provides seamless supply chain of perishable produce. Indian Railways introduced first 'Kisan Rail' from Devlali to Danapur on 7th August, 2020. This train was further extended upto Muzaffarpur with an increased frequency from weekly to 3 days in a week as a result of good response from the farmers taking advantage of the service to send their produce to the distant places of Northern India.

A Link Kisan Rail from Sangola in Maharashtra followed soon. There was a

huge traffic of capsicum, pomegranate, grapes grown in Sangola, Pandharpur, Modlimb, Kavathe-Mahankal and Salgare in Solapur and Sangli districts; lemons from Ahmednagar area, tomato and raw-plantain in the areas of Jeur and Karmala which were earlier being transported by road are now being transported by Kisan Rail.

Orange isan Rail for transporting oranges from Nagpur and surrounding areas was started from 14th October, 2020. This area is famous for other agro products for which there is a huge demand. The introduction of Santra Kisan Rail on Railways has proved to be another master stroke which will not only increase orange production but also pave the way for distribution of the famous oranges of Maharashtra all over the country. This is no less than a boon to the Orange Producers.

Sangola-Shalimar Kisan Rail was started on 28th November, 2020. The multi-commodity train service, carries vegetables such as cauliflower, chillies, onion, etc., as well as fruits like grapes, oranges, pomegranate, banana, custard apple. etc.

The loading and unloading of perishable commodities will be permitted at all enroute stoppages and no minimum or maximum size of consignment is stipulated. A farmer can book a few kilograms to several tonnes as per his requirement. Govt. of India has extended a subsidy of 50% on transportation of fruits and vegetables, through Kisan Rails. Kisan Rail will continue to cater to the requirements of small farmers and small traders for carrying their perishables to distant places. ■



First Kisan Rail flagged off on 7 August, 2020

Ease of Doing Business with Railway gets a solid boost



Indian Railways is the backbone of the country's logistics sector. During 2020, when most of the activities were under lockdown, Indian Railways was providing relentless services in Freight transportation in the country. Indian Railways achieved highest ever loading continuously in Sept, Oct, Nov and Dec 2020. Indian Railways has embraced a 'Freight on Priority' policy by pushing for an aggressive customer-centric approach to expand the freight carried not only from the traditional segments but also by attracting new customers to its fold.

In its commitment to take level of customer services to new heights, Shri Piyush Goyal, Minister for Railways, Commerce & Industry, Consumer Affairs and Food & Public Distribution launched on 5th January, 2021 a Freight Business Development Portal as one stop solution for all the needs of freight customers.

Shri Goyal said that Indian Railway is an invisible thread which connects the length and breath of India. During the lock down, Railway showed its resolve in delivering the essential supplies to the nation in most challenging times and keep national supply chains running. The new portal will be game changer in ensuring ease of doing business with Railways. The portal will ensure that best services are available to the



clients. The Minister said that last 6 years have seen an extra ordinary development in all spheres of Railway operations under the leadership of PM. Indian Railway is getting future ready. The commitment of Railways to further improve the

THE DISTINGUISHING FEATURES OF THE PORTAL ARE AS BELOW

a) New to Rail

A new customer can register on this portal and place demand for wagons in the most convenient way.

b) Existing Customers

Railways' prestigious freight customers are our most valuable assets, we're committed to offer them the best-in-class services, the personalization and vital information that plays a key role in their business developments, sustenance and expansions. The personalized dashboard of Freight Business Portal shall bring one the single view, which gives access to the entire business with Indian Railways.

c) Commodity Pages

The portal has commodity pages on major commodities transported by Railways: Coal, Minerals and Ores, Food Grain, Flour & Pulses, Cement & Clinker, Chemical Manure, Iron and Steel, Petroleum products, Container services, Automobile and more.

d) Tools and Services

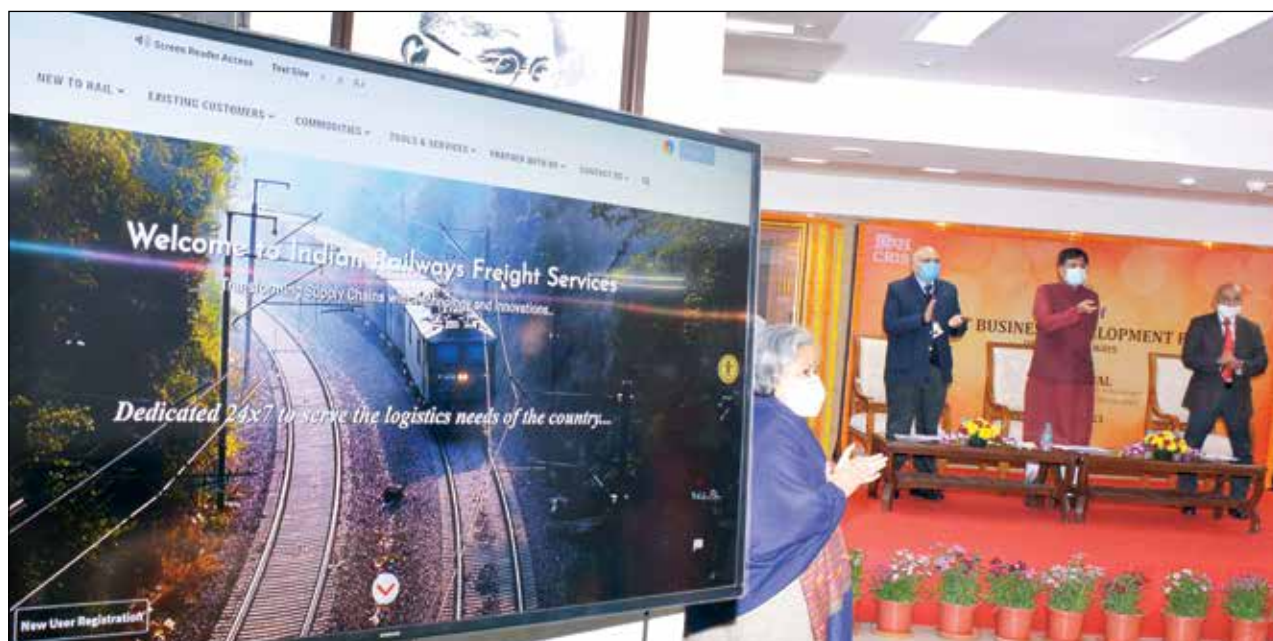
Your business is of utmost importance for us, we value your time and are committed to offer you the frequently accessed tools and services to provide direct access to vital information.

e) Logistics Partners

Indian Railways invites and welcomes the partnerships in Indian Railways freight operations across the country. One may join the network through investments in Private Sidings, Private Freight Terminals or Railways Owned Goods Sheds to make railways, a part of the supply chain.

f) Professional Support

Indian Railways is always committed to provide professional support to its valued customers. The customers can contact Indian Railway officials on phone or in writing. The customers can send their suggestion, query or complaint to Indian Railways through contact us option.



services is unflinching. Greatness of Railways would not just be in being better than someone else but being the BEST. The portal can be accessed by logging on to Indian Railways web site

<https://indianrailways.gov.in/#>

Or

<https://www.fois.indianrail.gov.in/RailSAHAY>

First of it's kind dedicated Freight portal will ensure that all operations stay customer centric, reduce the costs for logistics providers, provide online tracking facility for suppliers and also simplify the process of goods transportation.

Freight Business Development portal has been designed to replace physical processes with online ones to minimize the need of human to human interaction. The Portal has been specially designed

and developed keeping in mind the varied needs of all existing as well as new customers with focus on ease of doing business, to bring more transparency and to provide professional support.

Benefits to the Customers

The Portal has been specially designed and developed keeping in mind the varied needs of all existing as well as new customers with focus on ease of doing business, to bring more transparency and to provide professional support.

The event was attended by Chairman & CEO Railway Board, heads, business leaders and officials of multi modal logistics service providers, commodity sectors like foodgrains, steel, auto, salt etc and other stake holders. ■

Indian Railway Launches Upgraded e-Ticketing Website & Mobile App for **Booking of Online Railway Tickets** – New Year gift to the passengers

Following the vision of 'Digital India' of Hon'ble Prime Minister, Shri Narendra Modi, Indian Railways has revamped & upgraded its e-ticketing website www.irtc.co.in and IRCTC Rail Connect Mobile App, which are used for booking of Railway tickets 'online'.

The Upgraded e-ticketing Website & App, offering 'Best-in-class' features was launched by Minister of Railways and Commerce & Industry and Consumer Affairs, Food & Public Distribution, Shri Piyush Goyal on 31st December, 2020.

Speaking on the occasion, he said "The Railways is committed to serving the nation, and constantly

working to augment its services to further improve the rail travel experience. This Upgraded e-ticketing platform for booking of online Railway tickets, will enhance passenger convenience."

e-Ticketing services for booking of Indian Railway Tickets

In 2014, the Next Generation E-ticketing (NGeT) system was launched to provide seamless e-ticketing services – higher booking loads and better user interface, through IRCTC. The upgraded e-ticketing website & App will provide the next level of services and experience to the rail users.



Customer experience has been the focus for revamping the features

The railway customer has been focus of the design of this new world class website for booking of rail tickets. Novel user personalization features linked to user log in, have been incorporated for the first time ever, along with customizations for seamless travel experience, one stop train selection for booking, and integrated booking for meals & accommodation with tickets.

- ➔ Website & App, offering 'Best-in-class' features
- ➔ The booking of meals, retiring rooms and hotels has been integrated and can be directly along with the tickets
- ➔ Predictive entry suggestions using Artificial Intelligence to be given to the passenger
- ➔ Simpler checking of the refund status
- ➔ All information on one page



Minister of Railways delivering speech on the occasion of inauguration of IRCTC's revamped website

SALIENT FEATURES OF NEW USER INTERFACE

- Customized Prompts for individual's (on login) Dashboard for Last Transaction, Upcoming Journeys, booking Meals, Hotel and Retiring Room.
- One click Rebook Favourite Journeys and Refund Status Check.
- Intelligent Journey and Stations Suggestions from Recent Searches / bookings: Display of Most booked stations and Routes by the individual (on login) or generally, first in the dropdown list of 'From Stations'.
- Provision to search Trains with Available Berths only.
- Provision of Storing Passenger names and prompting them while booking tickets.
- Convenience for booking Meals, Hotel and Retiring Room while booking tickets and for upcoming journeys.
- One Stop Train Selection features on Same Page like Class Wise Fare, Seat Availability, Confirmation Probability (in case of WL) and various filters for all classes available on trains to reduce number of clicks and searches.
- More enhanced design of payment page, Summary Page with more Journey, passenger, fare and Meal Opted details in the side block.
- New Location for 'Boarding Point Change' with more details like Boarding Date and Time



Latest news from IRCTC E-Catering Services For Passengers to Re-start

The Indian Railways under the leadership of Hon'ble Minister of Railways and Minister for Commerce and Industry and Consumer Affairs, Food and Distribution Sh. Piyush Goyal has achieved a number of milestones recently in partial fulfillment of the vision of Hon'ble Prime Minister for 'Atmanirbhar Bharat' and 'Digital India'. The launch of the new user interface of the internet ticketing website www.irctc.co.in and addition of new real time feature in IRCTC's own payment gateway i-Pay during booking of tickets are among the new initiatives of Railways towards improving the user ticket booking experience on digital platforms.

In a latest, IRCTC – the catering and tourism arm of Indian Railways is going to restart its e-catering services for the passengers traveling in the currently operating special trains. IRCTC had started this unique service in the year 2014 whereby passengers could order an array of food of their choice from reputed brands as well as popular regional and local delicacies on phone or online while traveling on trains and get the same delivered to their seats at railway station. During the pre-COVID period, IRCTC had started clocking 20000 e-catering orders per day.

Due to onset of the ongoing COVID-19 Pandemic declared by WHO and consequent unprecedented lockdown, E-Catering Services was suspended on 22nd March, 2020. However, with the gradual resumption of passenger train services and amidst the new normal wherein IRCTC is serving only 'Ready To Eat' meals to passengers on trains, there has been an increase demand for resumption of E-catering services.

With the permission from Ministry of Railways coming in, IRCTC is ready to resume the E-catering services on trains shortly in phase-wise manner. The company is starting the first phase of E-catering services from February, 2021 wherein the service shall commence over thirty numbers of Railway Stations catering to approximately. 250 trains. IRCTC is ensuring that all its E-catering partners ensure proper health and hygiene protocols while serving the meals to the passengers.

The passengers shall avail the services of E-Catering through www.ecatering.irctc.com. E-catering orders through telephone is also being restored over 1323 shortly. Passengers can also download IRCTC E-catering App "Food On Track" from the various App stores and avail E-Catering Services. For convenience of the passengers option of Cash on delivery has also been provided. ■



Shri Suneet Sharma Takes over the Charge of New Chairman & CEO of Railway Board

Shri Suneet Sharma, has taken over the charge of new Chairman & Chief Executive Officer (CEO), Railway Board (Ministry of Railways) and ex-officio Principal Secretary to Government of India. The appointments committee of the Cabinet has approved the appointment of Shri Suneet Sharma as Chairman & CEO of Railway Board. Prior to this, Shri Suneet Sharma worked as General Manager, Eastern Railway.



instrumental in adding infrastructure which brought about operational efficiency. As Chief Mechanical Engineer, BLW he was team leader for starting electric locomotive production. Conversion of diesel to electric locomotives took place under his leadership in record time and for the first time anywhere in the world.

As General Manager Modern Coach Factory, Raebareli, he set a record by doubling the outturn of the much required modern passenger coaches in one year. As

Shri Suneet Sharma joined the Indian Railways in 1979 as a Special Class Apprentice while he was studying engineering at IIT Kanpur. A graduate in Mechanical and Electrical Engineering, he has more than 40 years of experience serving in the Indian Railways in various capacities. He was Chief Workshop Manager, Parel workshop in Mumbai where he was instrumental in manufacturing narrow gauge locomotives for hill railways. He also restored old steam narrow gauge locomotive for the heritage Matheran line near Mumbai. During the 2006 Mumbai suburban train blasts, he was part of the team which put the suburban network on track within a few hours after the terror attack. As ADRM, Mumbai CST, he is credited with increasing the services of the suburban network, which is considered the life-line of Mumbai. During the 2008 Mumbai terror attacks, he was part of the team that managed the aftermath of the attacks at Mumbai CST, Central Railway. As DRM Pune he was

General Manager Eastern Railway, he took initiative in increasing the speed of goods trains to a record level and for completing a number of infrastructure projects of new lines and electrification which not only resulted in operational efficiency but developed the local areas. He is known for bringing about systemic changes for ease of working and administrative reforms.

During the course of his career, he has won many professional awards. During his stints as General Manager (Modern Coach Factory Raebareli) and Chief Mechanical Engineer (Banaras Locomotive Works) the factories won the award for best production units.

Suneet Sharma has attended professional training in Germany and France and he has done an advanced leadership and management course at Carnegie Mellon University in USA. He has visited Iran as a consultant for manufacture of locomotives. ■

Shri V.K. Yadav, ex-Chairman & CEO, Railway Board, Ministry of Railways has been Conferred with the Prestigious 'Eminent Engineer Award for the Year 2020'



Shri V.K. Yadav, ex-Chairman & CEO, Railway Board, Ministry of Railways has been conferred with the prestigious 'Eminent Engineer Award for the Year 2020' by the Institution of Engineering

and Technology (IET) for his outstanding contribution towards modernization and reforms over Indian Railways. Every year Institution of Engineering and Technology, Delhi Local Network celebrates Engineers' Day on the 15th September to commemorate the birth anniversary of Bharat Ratna Sir M Visvesvaraya. ■



Health Is Wealth

Department of Sports, Ministry of Youth Affairs and Sports, Government of India had planned a series of activities and campaigns during the month of December 2020 under the aegis of 'FIT INDIA' Movement to promote fitness across the country. Envisioned by our Hon'ble Prime Minister as People's Movement, the 'FIT INDIA' Movement is yet another endeavour to involve citizens of the country to make India a fit nation. The Fit India Campaign was organized to encourage fitness. The plan includes Fit India Thematic - "*Fitness ka doze, adha ghanta roz*", fitness assesment through Fit India App and Fit India Cyclothon with an aim to reach masses by mobilizing employees of Railways across the country. Events/activities in which railway employees and their families were asked to participate and variuos events organised for others also. Zonal Railways were also asked by the Ministry to carry out promotion campaign on digital platforms and through 10 second fitness videos of their staff on social media.

The Cycle Rally is part of the 'FIT INDIA' movement which includes Thematic Campaign, fitness assessment through 'FIT INDIA' App and 'FIT INDIA' Cyclothon. . The main objective of this campaign is to inculcate a sense of physical fitness through different physical activities amongst the people in their daily lives.

Cyclothon by EAST COAST RAILWAY Sports Association to Mark 'Fit India' Movement

Joining the clarion call of Honorable Prime Minister '*Fitness Ka Dose Aadha Ghanta Roz*', Fit India Cyclothon has been organized by East Coast Railway Sports Association to mark 'Fit India' Movement. East Coast Railway General Manager Shri Vidya Bhushan flagged off the Cyclothon at ECoR Headquarters, Rail Sadan in presence of Additional General Manager Shri Sudhir Kumar and other principal heads of departments of ECoR. Shri Gautam Dutta, Principal Chief Mech Engineer and President, ECoRSA led the cyclothon team in which number of senior railway officials, and Sports personalities participated. Shri Ashoka Kumar Mishra, Dy. General Manager and Gen. Secy, ECoRSA coordinated the programme. ■





Participation of **NORTH CENTRAL RAILWAY SPORTS ASSOCIATION** in Fit India Freedom Run Initiative

On 5th September, 2020, 'Run and Walk' activity was organised by NCR Sports Association in Railgaon, Subedarganj Stadium. President, NCRSA & Principal Chief Engineer, Shri Sharad Mehta addressed the occasion and briefed about the initiative among the participants. He also promoted the concept of fitness while observing social distancing norms. The event witnessed participation by sportspersons of NCR from various sports disciplines – Gymnastics, Hockey, Cricket, Badminton, Golf, Football, and by NCRSA officials. The 'Fit India Freedom Run' is being organized to encourage better health and to overcome health problems like obesity, lethargy, stress, and anxiety etc. for a disease free society. The unique concept behind this 'Fit India Freedom Run' campaign is that 'it can be done by anyone from anywhere and anytime!'. Under this campaign, any person can choose the location and time according to his or her choice,



convenience, physical ability and condition of health etc. Under the 'Fit India' campaign, the organizers and the individuals involved in it have been advised to organize their events following the rules of social distancing and encourage the 'virtual run' which is being used by runners / walkers across the globe. 'Virtual run' works in the same way as any other type of running, but under 'virtual running' the race is recorded by the runners / walkers at any place and at any speed, on the treadmill in the house or anywhere else. Only thing that is to be ensured is that you have to participate in a race as per your convenience and to make sure that it is completed.

Participants of this campaign can use 'Fit India' website or the platform being provided by different organizers. Particulars of run can be uploaded by the individuals on the website and certificate of participation can be downloaded. ■

NORTH CENTRAL RAILWAY Actively Participating in Fit India Campaign

On 12th December, 2020, a fitness camp was organised by NCR Sports Association in Railgaon, Subedarganj Stadium. President, NCRSA & Principal Chief Engineer Shri Sharad Mehta welcomed all participants on this occasion and briefed on importance of fitness in our daily life and benefits of this initiative. Under the 'Fit India' campaign a schedule of physical exercise including running, walking and stretching has been designed by experts for railway employees and their family members inline with theme of this campaign '*Fitness Ka Dose Aadha Ghanta Roz*' (फिटनेस का डोज, आधा घंटा रोज).

All officers, staff and their family members present on this occasion were imparted training on these exercises by expert coaches of NCR sports association. Shri Sharad Mehta, President NCRSA further instructed the coaches to continue guiding officers and staff and their family members and encouraged everyone to increase participation in this important fitness initiative.



The event witnessed participation by Shri Ajai Mathur, Principal financial advisor and Shri Navin Kumar Sinha, Sr. Deputy General Manager other Heads of departments, General Secretary NCRSA Shri Ankur Chandra, Joint secretary Shri Vijay Kumar, sportspersons of NCR from various sports disciplines – Athletics, Gymnastics, Hockey, Cricket, Badminton, Golf, Football and other Railway employees and officials on NCRSA. ■



Fit India Cyclothon Programme Held in **NORTHEAST FRONTIER RAILWAY**



Shri Anshul Gupta, GM/NFR flagging off the Fit India Cyclothon programme

As part of the nationwide initiative under 'Fit India' Movement launched by the Ministry of Youth Affairs & Sports, Govt of India, series of activities and events are being held starting from 7th to 31st December 2020. A 'Fit India Cyclothon' programme was held on 12 December, 2020 at the NFRSA (N.F. Railway Sports Association) complex, Maligaon in connection with the initiative.

The programme was flagged off by the General

Manager of N.F. Railway Shri Anshul Gupta in presence of Shri Rajendra Prasad Jingar, President of NFRSA apart from all participants and well wishers.

He advised all participants about the need to remain fit in today's hectic life schedules. He also mentioned about the clarion call given by the Hon'ble Prime Minister of our country 'फिटनेस का डोज - आधा घंटा रोज' to all the countrymen. ■

Fit India Cyclothon Organized on **North Western Railway**



was organized on North Western Railway Headquarters, Jaipur Division and Udaipur City of Ajmer Division, in which a large number of railway officers and employees participated enthusiastically.

At headquarters level, the Fit India Cyclothon was organized by the North Western Railway Sports Association, which was flagged off by Shri Anand Prakash, General Manager, North Western Railway. Shri Prakash himself took part in this Cyclothon and gave the mantra to rejoice with health among other railway officers and employees. He said that through cycling we can

Fit India Cyclothon was organized at North Western Railway Officers Club, Jagatpura. The event was being organized under the Fit India Mission. About 100 railway officers and employees participated enthusiastically in this event.

Fit India Cyclothon was being organized from December 7 to December 31 under 'Fit India Mission' as per the instructions of Ministry of Railways. In this series, the Fit India Cyclothon

also follow social distancing during the time of Covid-19. Smt. Yasha Prakash - President, North Western Railway Women's Welfare Organization, Shri Sudhir Gupta - Principal Chief Mechanical Engineer, Shri Satish Kumar - Senior Deputy General Manager, Shri Vivek Gupta - General Secretary, Sports Association and other railway officials and employees participated in the event. ■

Fit India Cyclothon by SOUTHERN RAILWAY



The 'Fit India Cyclothon' organised by the Southern Railway Sports Association (SRSA) at the Railway Officers Club premises in Nungambakkam was flagged off by Shri John Thomas, General Manager, Southern Railway in the presence of Shri B.G. Mallya, Addl General Manager, Southern Railway, Smt V.G. Bhooma, Senior Deputy General Manager, Southern Railway, and President of SRSA, and other officials.

A large number of Officers and their family members participated in the event, including Dr Bina John, President, Southern Railway Women's Welfare Organisation and Smt Renuka Mallya, Vice

President, Southern Railway Women's Welfare Organisation.

Around 100 cycling enthusiasts including the General Manager and Addl General Manager took part in the Cyclothon in batches, cycling from Sterling Road, College Road, Haddows Road, Loyola College and back to Railway Officers Club..

Speaking during the flagging off Programme, Shri John Thomas, General Manager, Southern Railway said that this cyclothon was organised as part of the 'FIT INDIA' Campaign and encouraged the younger generation to take up cycling to

keep fit as it is very important to keep fit especially during the pandemic.

Earlier, Shri B.G.Mallya Additional General Manager, and President, SRBSG, released the



T-Shirt for the event for the Scouts and stressed on the importance of spending atleast 30 minutes on a fitness regimen. The Cycle Rally is part of the 'Fit India' movement which includes Thematic Campaign, fitness assessment through Fit India App and Fit India Cyclothon. Participants can also take Fitness Videos of their choice for 10 seconds and upload it on the Digital Platforms of the Ministry. ■

General Manager **NORTHERN RAILWAY** Inaugurates Fit India Cyclothon at Karnail Singh Stadium

As part of 'Fit India' movement, Northern Railway Sports Association (NRSA) organised 'Fit India Cyclothon' at Karnail Singh Stadium, New Delhi on 2nd January, 2021. General Manager, Northern Railway and Patron, NRSA Shri Ashutosh Gangal, presided over the cyclothon event. On the occasion Shri Ashutosh Gangal also inaugurated the newly constructed 5 cricket practice pitches. Flood lights have also been installed around these pitches which will help players to practice in night also. Thus, Karnail Singh stadium has now become a national level cricket stadium where Ranji Trophy matches are also being organized.

Speaking on this occasion, Shri Ashutosh Gangal said that, Prime Minister Shri Narendra Modi has given the slogan of '*Fitness ka Dose, Aadha Ghanta Roz*' whose aim is that every Indian citizen should dedicate half an hour every day to his health. "By keeping ourselves fit, we can defeat the Covid pandemic." General Manager further said, "Seeing the level of participation, I can say that our officers and employees are energetic and have awareness towards



their fitness." The upcoming Boxing hall, Multi-purpose hall and renovated rooms will help in organizing several games at one place simultaneously. Further, NRSA, in future, has also planned all-weather swimming pool, flood lighting in the cricket stadium and new weightlifting hall which will help in establishing Karnail Singh Stadium as a sports hub. ■

Fit India Cyclothon Organised by **SOUTH EASTERN RAILWAY**



'As a part of the Fit India campaign, an event of 'Cyclothon' under the auspices of South Eastern Railway Sports Association was organized at the South Eastern Railway headquarters,

Garden Reach on 13th December, 2020. Shri Sanjay Kumar Mohanty, General Manager, South Eastern Railway and Chief Patron, SERSA (South Eastern Railway Sports Association) inaugurated the event in presence of Shri Anupam Sharma, Addl. Gen Manager, South Eastern Railway and a host of senior Railway Officers, staff and their family members.

Altogether more than 100 cyclists took part in the CYCLOTHON event along with nationally and internationally reputed sports persons of SERSA. The Cycle rally starting from BNR Officers' Club moved 4 times around the

large campus of SER Headquarters covering about 5 kms.

Participants wearing face masks maintained physical distancing during action in the event. ■

Fit India Movement at RDSO



A Prabhath Pheri was organised in RDSO on 17th December, 2020 by adhering the guidelines of Covid-19. Officers, staff & their families participated in this *Prabhath Pheri* to spread the message of “फिटनेस का डोज, आधा घंटा रोज़” by means of banners, placards & slogans. Around 60 persons including children assembled in this event and spread the message of fitness in RDSO premises.

In the continuation of activities under the aegis of Fit India Movement a Cyclothon were organized in RDSO on 19th Dec, 2020. Around 40 persons participated in this event and spread the message of fitness in RDSO premises, Shri. Gautam Sahu has secured 1st position, Shri. Brijesh 2nd position & Shri S.S Chauhan 3rd position during this Cyclothon.

In the series of activities, a Cyclothon and

400mt friendly running were organised in RDSO on 20 December, 2020 by adhering the guidelines of Covid-19. Shri Virendra Kumar, Director General along with Officers & staff and their family members have participated in these activities. Around 100 persons were participated in these events. Smt. Namrata Kumar President, RDSO Women Welfare Association and other members of the association were also present during these events.

Shri. Virendra Kumar, Director General has facilitated the Awardess. Shri. Brijesh Kumar, Shri Shoorvir Singh & Shri. Suryansh have secured 1st position and Smt. Priyanka, Shri Aman & Shri Vaibhav have secured 2nd position in Cyclothon. All other participants have also awarded with consolation prize. ■





Shri Anshul Gupta Joins as the General Manager of NFR

Shri Anshul Gupta, an officer of Indian Railway Service of Signal Engineers from UPSC's 1984 batch joined as the General Manager of N.F. Railway on 1st December, 2020 following approval of the Appointments Committee of the Cabinet in this regard. Prior to this he was working as the Additional Member (Signal), Railway Board, New Delhi. Earlier he has also worked as Additional General Manager, West Central Railway, Jabalpur and Principal Executive Director (Signal), Railway Board. He had also worked as the Divisional Railway Manager of Delhi Division of Northern Railway, Adra Division of South Eastern Railway and also looked after the charge of the DRM of Ranchi Division of South Eastern Railway.



capably worked in various roles including operations and maintenance of Railways Signal & Telecom systems, undertaking of projects of Modernisation of Signalling and Telecom Systems, Vendor and Product Development in the field of Railway Signalling and Telecommunication Systems, quality inspections for the Material manufactured for Railways requirement etc. He has been

instrumental in development of suitable policies for introduction and absorption of modern Signalling systems on Indian Railways, especially indigenously developed TCAS (Train Collision Avoidance System).

Shri Gupta has also done Post Graduate course in Public Policy from MDI, Gurgaon and George Mason University, Virginia, where he wrote a thesis on 'Development of Integrated Logistic System for Dedicated Freight Corridor for Indian Railways'. He has a wide experience of presenting technical papers at International levels. ■

Dr. Anand S. Khati – Director General (Human Resources), Railway Board

Dr. Anand S. Khati is a senior Civil Servant (Indian Railway Personnel Service (IRPS) 1983 batch), currently working as Director General (Human Resources). He has acquired qualifications like B.Sc., M.Sc., MBA (Enterprises Management), AMP (Global), AMP (International), LLB, PhD (Transport Management). He has diverse experience of working in senior positions i.e. Sr. Divisional Personnel Officer, Sr. EDP Manager, Deputy General Manager, Chief Personnel Officer, Executive Director, Principal Executive Director and Additional Member, Director General/Health Services (L/A) in Indian Railways. Member Secretary, Earth Commission and Member, Earth System Science Organization, Governing Council and Finance Committee Member of IITM, NIOT, INCOIS, NCAOR, CMLRE, NCESS.



in Leadership (University of California, Berkley), Global Leadership Programme (Kellogg Business School), Advance Executive Programme (Rotman Business School), Advance Management Programme (Bocconi Business School, Connecticut Business School, ESCP-EA, Paris), National Management Programme (MDI).

He wrote many books such as Encyclopedia Indica, 'National Parks of India', 'Jim Corbett of India', 'Indian National Parks and Sanctuaries', 'Transport and Climate Change' (under publication).

During course of his professional career, he has travelled worldwide and visited all seven continents including Arctic & Antarctica. ■

Dr Anand S. Khati joined as DG/HR in Railway Board in September 2020. The news was not inadvertently published at that time. The omission is sincerely regretted.

He has undergone Leaders in Development Programme (Harvard University), Negotiations

SUBSCRIPTION FOR INDIAN RAILWAYS MAGAZINE

Revised Subscription Fee of *Indian Railways /Bhartiya Rail*
Magazines (w.e.f. from 1st October, 2020)

Items		Offline Subscription Fee (in ₹) *	Online Subscription Fee (in ₹) **
Price/Monthly issue		20	Not available
Price/Annual issue		70	Not available
Annual Subscription (Inland)/Non-Railwaymen	One year	250	263
	Two years	460	483
	Three years	675	709
Annual Subscription (Inland)/ Railwaymen	One year	200	210
	Two years	370	389
	Three years	540	567
Annual Subscription (Overseas) by Sea mail		1250	1313
Annual Subscription (Overseas) by Air mail		2500	2625

Subscription Fee includes cost of Annual Issue

Mode of Payment

- * i) Money Order/IPO/DD in favour of Business Manager, Room No. 310, Rail Bhawan, Raisina Road, New Delhi-110001
- ii) Cash to be deposited in Room No. 310, Rail Bhawan, Raisina Road, New Delhi-110001
- ** Online through IRCTC Portal (<http://www.irctctourism.com/IRBRMag>)

For new subscription and queries contact:

Business Manager, 011-47845378, and 45378 (Rly)

email : bmpr310rb@gmail.com.

For non-receipt of magazines/change of address/any other query

Contact over 011- 47845380 (P&T), (Rly : 45380)

ENQUIRY TIME : 2.30 pm to 5.00 p.m. on working days

SUBSCRIPTION FORM

For Renewal write your Subscription No..

Are You A Railway Employee : YES /NO

Dear Sir,

Please enrol me as a **new subscriber/renew** my subscription for the *INDIAN RAILWAYS* MAGAZINE (English) for 1 Year / 2 Years / 3 Years. I am sending the annual subscription of ₹. by **MO/IPO/DD**. in favour of Business Manager, **Indian Railways**.

Name (All Caps) _____

Address _____

State _____ Pin Code _____ Mobile No. _____

Email _____

Signature

INFOGRAPHICS

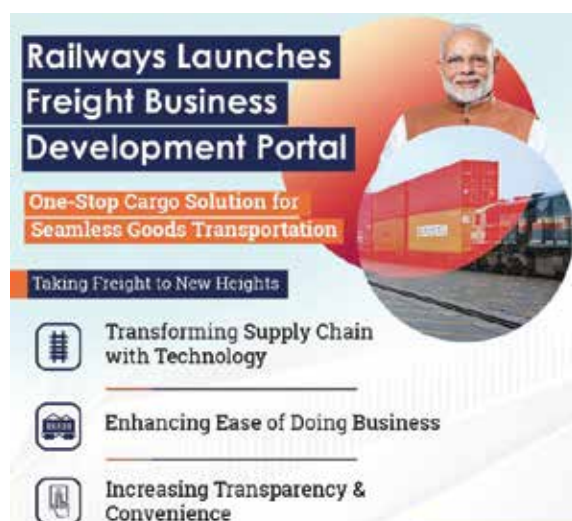
Revamped & Upgraded IRCTC website & Mobile App: Enhancing Services to serve better

- Improved payment pages for easy selection.
- Prompt for review of journey.
- Cache system to give current status with accuracy and faster speeds.



Railways taking Freight to New Heights with Freight Business Development Portal

- Transforming supply chain with technology
- Enhancing Ease of Doing Business
- Increasing transparency and convenience.



Eastern Dedicated Freight Corridor brings new Vistas of Opportunities for Local Industries



Objectives of Dedicated Freight Corridor

- Reduce Cost of Transportation
- Connect Ports with Industrial Areas
- Facilitate Heavy Haul trains and Double Stack Containers
- Increase Rail share in Goods transport to 45%



Prime Minister, Shri Narendra Modi flagged off Freight train between New Bhaupur-New Khurja on 29th December, 2020. It opens up new avenues of freight transport. Increases Speed of Goods train and Decongest Kanpur-Delhi Rail line.

#VikasKaRailCorridor



RAILWAYS ACCELERATING ON DEDICATED FREIGHT CORRIDORS

PM Narendra Modi Dedicates to the Nation, New Bhaupur-New Khurja Section & Operation Control Centre, Prayagraj

Flagging Off Freight Train Between New Bhaupur-New Khurja

- Open up New Avenues of Freight Transport
- Increase Speed of Goods Train
- Decongest Kanpur-Delhi Rail Line

100th Kisan Rail was flagged off by Hon'ble Prime Minister of India on 28th December, 2020.

PM NARENDRA MODI FULFILLS THE DREAMS OF FARMERS

Kisan Rail Bringing Prosperity to Food Growers



- 100th Kisan Rail Flagged Off
- Farmers are Getting Access to New Markets
- 27,000 Tonnes of Produce Transported in 3 Months



PM NARENDRA MODI FULFILLS THE DREAMS OF FARMERS

Kisan Rail Bringing Prosperity to Food Growers



- Vegetables & Fruits are Accessing New Markets
- Produce is Reaching Consumers on Time
- Kisan Rail Passes Through Regions Rich in Fruits & Vegetables



Entering into Next Year with Remarkable Growth: Railways' freight loading grew consistently in the challenging year of COVID. Average speed of freight trains increased by 82% during April-December period this fiscal as compared to the same period last year.

RAILWAYS ON THE FAST TRACK TO DEVELOPMENT UNDER MODI GOVT

Achievements of Indian Railways 2020

Average Freight Train Speed Increased by 82%

23.6 Kmph → 42.9 Kmph

Apr-Dec 2019 → Apr-Dec 2020


Average Speed of Freight Trains Increased by 92% in Dec 2020 vis a vis Dec 2019



RAILWAYS ON THE FAST TRACK TO DEVELOPMENT UNDER MODI GOVT

Achievements of Indian Railways 2020

Freight Loading on Upward Trajectory

Prime Minister Shri Narendra Modi flagged off World's first electric loco hauled double stack 1.5km long container freight trains from New Ateli-New Kishangarh on 7th January, 2021.

MAKING STRIDES TO TRANSFORM RAIL FREIGHT TRANSPORTATION

PM Narendra Modi Dedicates to the Nation, Rewari-Medar Section of Western Dedicated Freight Corridor & Flags-off Double Stack Container Train

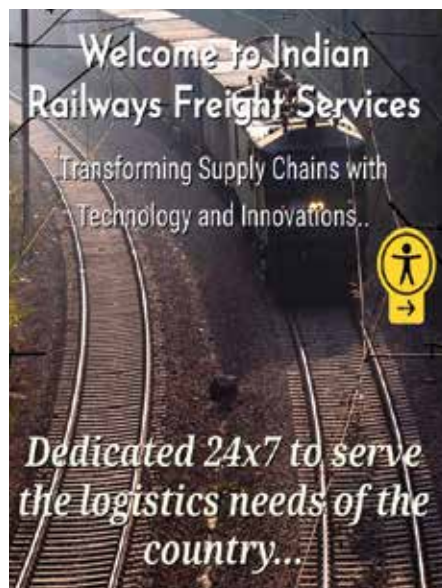
Creating New Records

World's first electric loco hauled double stack 1.5 km long container freight trains flagged off from New Ateli - New Kishangarh



PICTURE GALLERY

Shri Piyush Goyal, Minister of Railways held a meeting on 12th January, 2021 with GMs of Zonal Railways to review progress of important projects & discussed ways to complete them in an efficient & time-bound manner. Govt is committed to make Indian Railways future-ready by upgrading infrastructure & embracing new technologies.



Ease of doing business with Railway gets a solid boost. Shri Piyush Goyal, Minister of Railways launched Indian Railways' Freight Business Development Portal.

Experience the ineffable charm of UNESCO-listed Nilgiri Mountain Railway! Look forward to your sojourn on the picturesque Blue mountains - NMR services (SR) resumed from 31st December, 2020!



Illuminated view of Dabhoi Railway Station inaugurated on 17th January, 2021.



Indian Railways boosting Exports : Indian Railways loaded 25 wagons of tractors from Vadiapatti in Tamil Nadu to Benapole in Bangladesh. India with its superior & competitive agricultural technology and equipment is emerging as a key supplier to the world



Nurturing creativity ! Shri Jangiraman, Trackman of Somanayakkaatti section in South Western Railway, has portrayed his art using walls of Track Maintainer Rest Room as canvas. His ability to beautify work place in a unique way is commendable.

North Eastern Railway is poised to double the freight loading by 2024. In this series, 125 automobiles have been transported from Haldi Road station (NER) to Benapole, Bangladesh.



An Engineering Marvel: The Anji Bridge, Indian Railways' first Cable stayed Bridge, is coming up on Udhampur-Srinagar-Baramulla Rail Link (USBRL) section of Northern Railway in Jammu & Kashmir.



To meet urgent requirement of customers, East Coast Railway (ECOR) has launched first of its kind, Priority Freight Train Movement Scheme (PFTMS) in ECOR jurisdiction. The customer will be guaranteed with target transit time. The scheme is applicable to all commodities.



Risking your life is no fun! Haste at level crossings is risky. Wait for the gate at the level crossing to open and cross only once it opens.



Tapping the Solar Energy: Indian Railways has undertaken several green initiatives like installation of solar panels on major Railway stations and Railway buildings across the country. Have a look at Solar panels installed at Mata Shri Vaishno Devi Katra station.



Indian Railway launched 'Smart Sahelee' for women commuters safety on suburban system in Mumbai. To attain the target of zero crime against women, it provides a holistic security net to build confidence among women commuters of suburban services on Central Railway.



Record Transportation of Milk: Doodh Duranto Special crosses 5 Crore Litres mark. Introduced by South Central Railway during lockdown, the train has been supplying Milk to NCR region from Renigunta, Andhra Pradesh.



Amazing Sight: The ineffable charm of Steam Locomotives has transcended the barriers of time! Catch a glimpse of the illuminated metre gauge steam loco at DRM office, Hubballi. The loco has served in Londa-Castlerock-Mormugao Harbour section.



Seamless connectivity to Kempegowda International Airport: Indian Railways begins operations at Bengaluru Airport Halt Station. It will bring tremendous relief to air passengers & airport employees by enabling convenient, swift & cost-effective travel.



Despite pandemic, Rail Wheel Factory (RWF) manufactured 28496 wheelsets in last five months i.e., from Aug to Dec '2020, which is 15% higher when compared to wheelset production in five months before lock down i.e., 24,767 Nos. produced from Oct'19 to Feb 2020.



Efficient Utilisation of Resources: Indian Railways provided its vacant land near Bogibeel bridge in Assam for the creation of facilities for a floating restaurant. This will help in boosting eco-tourism in the region.



A selfie point installed at Udagamandalam station of Nilgiri Mountain Railway in Tamil Nadu has been attracting tourists to capture their selfies. The structure gives more opportunities to make pleasant.

OUR UNSUNG HEROES



**Lady Constable
LAKHANBAI MEENA**

**Tollygung Post,
Metro Railway, Kolkata**

On 14th January, 2021 at about 09.25 hrs, an on-duty RPF staff at Mahanayak Uttam Kumar station found a bag lying unclaimed on passenger's chair in the station's UP Platform and it was brought to the RPF post of this station. After opening the bag in front of all RPF officials, several bearer cheques amounting to ₹1,43,299, one ATM card, one Aadhar card, one Voter card, one Pan Card, one money purse and agreement papers of building constructions were found therein. A mobile number was also found from the money purse containing in the bag. The mobile number was dialled and the owner was contacted. He came to the RPF post. After proper verification and observing all official formalities, the bag was handed over to him. He expressed his heartfelt gratitude to the RPF officials for recovery of his bag. ■

SHRI NANDLAL

Trackman, Rajpura

Shri Nandlal, Trackman, Rajpura while on duty on 19.08.2020 at gate No. 133-C suddenly noticed smoke coming out of a wagon of Train No T-NPSB/BOXN that was passing through the UP line. He immediately indicated to the working Guard to stop the train. The train was stopped near Gate No. 134-C. It was found that smoke and flame were coming out of the left side of the 7th wagon of the train. The fire was doused and thus Shri Nandlal, through his alertness, averted a major mishap. ■

SHRI UMESH CH YADAV

Gateman, Lucknow

Shri Umesh Ch Yadav, Gateman/Lucknow, while on duty at LC-7C on the night of 8th Dec, 2020 noticed smoke coming out of the axles of the 4th wagon from the engine side of the Goods Train No. UP-KNZ. Shri Yadav immediately alerted Station Master/Alamnagar. The Goods train was stopped at Alamnagar Yard. On examination by the Driver and TXR staff, the wagon was declared Hot Axle and was detached from the train. Thus Shri Umesh Ch Yadav, through his alertness, averted a major accident on that night. ■

SHRI SATYA PAL SINGH

Loco Pilot, Delhi

Shri Satya Pal Singh, Loco Pilot, Delhi, was on duty on Train No. 05909 on the night of 9 Dec., 2020. The train left Narendrapura stn at around 8-50 P.M. At Km 237, when the train was moving at a speed of 25 KMPH, Shri Singh noticed a rail fracture of 990 mm length. He immediately applied the emergency brake to stop the train and informed the Station Master/ Narendrapura and TLC/NDLS of the position. The fracture was rectified and thus a possible mishap was thus averted. ■

SHRI RAMESH KUMAR GUPTA

Loco Pilot, Bareilly

Shri Ramesh Kumar Gupta, Loco Pilot, Bareilly while on duty on 21.12.2020 on Train No. 02219 suddenly felt a jerk as the train ran past Bhitora Rly Stn. He immediately applied brake to bring the train to a stop and sent the Asst Loco pilot to the rear of the train for inspection. Part of the rail was found fractured, Station Master/Bhitora was informed and the fault was repaired. Thus a major mishap was averted on that night through Shri Gupta's alertness. ■

WHO AM I?

QUESTION FOR THIS MONTH

I am a Green Railway Station in Gujarat with LED lights, sewage treatment plants and rain water harvesting. In fact, I am the first Railway station in India to have been registered as "Green Building" by IGBC. WHO AM I?

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

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



METRO RAILWAY Takes a Step Forward into A Digitally Empowered Society

To turn the dream of our Prime Minister into reality and to transform India into a Digitally Empowered Society, Metro Railway has launched a completely digitized online Human Resource Management System (HRMS) on the first day of the new year i.e. 1st January, 2021.

Human Resource Management System (HRMS) is a high thrust project of Metro



Railway to improve efficiency and productivity of its system. It will create a big impact on the functioning of all the employees and will make them more tech savvy. Several modules incorporated in this system will help the employees.

This will eliminate the use of stationery and will also facilitate monitoring and timely processing of settlement of dues of employees. ■

First Successful Trial Run Conducted on the Newly Constructed Noapara-Dakshineswar Section

Before opening the extended stretch of Noapara-Dakshineswar of North-South Metro for the common people, the first trial run on Noapara – Dakshineswar extended stretch of North-South Metro was conducted smoothly on 23rd December, 2020. This trial run started from Noapara at 10.30 a.m. Shri

Manoj Joshi, General Manager, Metro Railway, was present during this trial run. He inspected the entire stretch from Noapara to Dakshineswar via Baranagar from the Driving Motorman's cab both in UP and DN directions. After reaching Dakshi-



neswar, Shri Joshi inspected the platforms, concourse, entry and exit gates, circulating area, lifts, escalators and other passenger amenities provided at this station. Senior Officers of Metro Railway and RVNL were present in this trial run. ■

65th Railway Week Celebration Held through Virtual Medium on NORTH CENTRAL RLY.

On 30th December, 2020, 65th annual Railway Week Award function was organized at the North Central Railway Headquarters office. In this award function organised through virtual medium, Railway week awards were given to 170 officers and employees for outstanding work by General Manager North Central Railway Shri Rajiv Chaudhry. Prior to the ceremony, the newly established Zonal Video Surveillance Control

Center was also inaugurated in the North Central Railway Headquarters by the General Manager, Shri Rajiv Chaudhry. Through this central control center 24x7 monitoring of 24 stations of North Central Railway equipped with CCTVs can be done. This integrated system will be helpful towards an enhanced passenger safety.

On this occasion, General Manager Shri Rajiv Choudhry, greeted president and members of



65th Railway Week Celebration Held on North Central Railway

NCRWWO, all the senior officials, union and association officials and all officers and employees of North Central Railway on the auspicious occasion of 65th Railway Week celebration.

He said that that 'Railway Week' is a time to imbibe the launch, upliftment and dignified development of Indian Railways. In 167 years of its journey, Indian Railways has made a continuous and active contribution to the overall development of the country. Human resource is the most important resource and occupies the top and most important place in any organization.

In view of Covid-19 situation, except for HQ awardees, all awards and the running shields to the railway personnel working in divisions and other units were given through virtual medium. Jhansi division bagged the shields for Best Division, Best accounts office, Work Horticulture Shield, Rail Track Shield, Construction Department Efficiency Shield, Electric Loco Shed Shield, Traction Distribution Shield, Inter Divisional

Medical Shield, Freight Operation Shield, Safety Shield, Passenger Safety Shield, Scrapmobilization Shield, Public Relations and comprehensive Improvement Shield etc. Agra division was awarded Commerce Shield, Bridge Shield, Rolling Stock Efficiency Shield, Safety Efficiency Shield, Signal Efficiency Shield, Sports Shield while Prayagraj division was given Telecommunication Efficiency Shield, punctuality improvement Shield, Best Coaching Rake, Best Coaching Depot, General Service & Energy Efficiency Shield, Running Room Shield and Overall Engineering Efficiency Shield.

Rail Spring Karkhana, Sithouli was given Best account unit (workshop) Shield and MLR Workshop, Jhansi was awarded the overall workshop Efficiency Shield. Etawah got best cleaned station award and Jhansi got best station certificate. Central Hospital, Prayagraj got Best Hospital Shield, Subedarganj Health Center got Best Health unit Shield and General Warehousing Depot, Jhansi was awarded the Efficiency Shield. ■

Writers and Contributors

Writers are invited to contribute articles on subjects like

SHORT STORIES, TOURISM, HEALTH, YOGA, CINEMA, GARDENING, MEDITATION, COOKING, SPORTS, FAMOUS PLACES ABROAD, TREKKING etc.

in 800-1000 words/poems/quiz/puzzles.

Relevant pictures along with article may be sent only on Email ID editorindianrailways@gmail.com

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

General Manager Flagged off First LHB POH Coach from CMLR Jhansi



General Manager Shri Rajiv Chaudhry flagged off first LHB POH coach from CMLR Jhansi

On 16th December, 2020, General Manager Shri Rajiv Chaudhry flagged off first LHB coach no. 163441 (General Class) after Periodic Overhauling (POH) at Coach Midlife Rehabilitation (CMLR) workshop Jhansi. Besides trip attention on washing lines, LHB coaches require major maintenance inputs at every 18, 36 and 72 months of operation which are termed as Shop Schedule-I(SS-I), Shop Schedule-II(SS-II) and Shop Schedule-III(SS-III) or POH. These major maintenance inputs are extremely essential for optimum performance of LHB coaches w.r.t safety and comfort of passengers. Hitherto

only SS-I schedule of LHB coaches was being done by coaching depots of North Central Railway and for SS-II and POH/SS-III attention, LHB coaches had to be sent to Ajmer, Gorakhpur and other workshops. Attention in foreign railway workshop used to take extra transit time in sending and receipt of coaches adversely affecting availability of fit coaches required for important originating passenger trains of North Central Railway. Successful POH/SS-III attention of LHB coach at NCR's workshop at Jhansi is an important milestone which will go a long way in efficient passenger train operation on this Rly. ■

General Manager Inaugurated Automatic Coach Washing Plant in Agra and Sewage Treatment Plant (STP) in Jhansi



Automatic Coach Washing plant in Agra



Automatic Coach Washing plant in Agra

In a virtual inauguration function held on 26th December, 2020 through video conferencing, General Manager Shri Rajiv Chaudhry inaugurated Automatic Coach washing Plant installed at coach maintenance depot Agra Cantt. and Plug and Play type packaged Sewage Treatment Plant (STP) installed near Jhansi station.

Automatic coach washing plant installed at washing line Agra Cantt. is equipped with 12 stages automatic exterior coach washing units for superior and uniform cleaning. With keen interest of General Manager Shri Rajiv Chaudhry in water

conservation, North Central Railway has made pioneering efforts in this direction through installation of STPs and ETPs, digging of ponds, rain water harvesting, water consumption auditing and other conservation measures. Installed water recycling capacity over North Central Railway is approximately 25 lakhs liters per day and this railway could recycle more than 15 Crores liters water in the last one year. North Central Railway HQ office complex is a net zero discharge unit and recycles 100 % waste water through similar packaged plug and play type STP. ■

General Manager Inaugurated **Synthetic Badminton Court** and Open-Air Gymnasium in Railgaon Colony Subedarganj

On 22nd December, 2020 General Manager Shri Rajiv Chaudhry inaugurated 02 newly constructed synthetic flooring Badminton courts in NCR HQ colony. Smt. Lalita Chaudhry president NCRWWO, President North Central Railway sports association and PCE NCR Shri Shrad Mehta, other PHODs of NCR, secretary and members of NCRWWO and officials from NCR sports association and sportsmen were present in this function held in sports complex Railgaon colony Subedarganj. Addressing on this occasion Shri Chaudhry congratulated sportsmen of NCR for their outstanding performance at various sports arenas. He also commended sports association for development of synthetic badminton court and other activities for promotion of sports over NCR. Shri Chaudhry also advised on precautions to be taken against Covid-19 while participating in different sports events.

The General Manager also inaugurated an open-air gymnasium in Mahadevi Park in Railgaon colony. This on-field facility for residents of Railway colony is equipped with multiple fitness and exercise equipment to suit varied needs of different age groups. A similar facility created in December 2019

- ➔ GM Shri Rajiv Chaudhry and President NCRWWO Smt. Lalita Chaudhry distributed tricycles and bicycles to Railway employees and their wards



General Manager Shri Rajiv Chaudhry inaugurated Synthetic Badminton Court and Open-Air Gymnasium

has been very popular among railway employees and North Central Railway is also considering similar facility in Central Railway Hospital Prayagraj for benefit of patients as well as medical staff there. Inaugural program of sports facilities was coordinated by General Secretary NCRSA Shri Ankur Chandra and Joint Seceratry Shri Vijaya Kumar.

Followed by this, General Manager Shri Rajiv Chaudhry and President NCRWWO Smt. Lalita Chaudhry distributed tricycles and bicycles to railway employees and their wards. Under this initiative 4 tricycles to differently abled railway employees and 48 bicycles to girl children of railway employees studying in class 6 to class 8 were distributed from Staff benefit fund (SBF) of North Central Railway. ■

Passing-out Parade of 2nd batch of 248 **Lady Constable Recruits** of RPF organised

On 07th December, 2020, passing-out parade of 2nd batch of 248 lady constable recruits of Railway Protection Force was organised at zonal training centre Subedarganj. The passing-out parade of the 2nd batch of zonal training institute



RPF passing out Parade



RPF passing out Parade

and first lady batch of 248 constable recruits of RPF was organised on 7th December, 2020 in the gracious presence of Additional Director General, Railway Protection Force Dr. Anoop Shrivastava at



RPF Zonal Training Centre Subedarganj Prayagraj. On this occasion, a total of 248 lady constable recruits, including 19 of North Central Railway, 59 of Central Railway, 97 of Northern Railway, 02 of North Eastern Railway, 22 of North Western Railway, 47 of Western Railway and 03 of West Central Railway successfully completed 09 months rigorous training program and formally became part of the Railway Protection Force by taking part in the passing out parade.

On this occasion, Additional Director General, Railway Protection Force Dr. Anoop Shrivastava inspected the parade of lady recruits and took the salute. All 248 trainees were also sworn-in on the occasion. The commander of the parade was Ms. Anita Ola and led the passing out trainees in 08 Platoons (Platoon-1 Commander-Trainee Mohini Yadav, Platoon-2 Commander-Trainee Sonia, Platoon-3 Commander-Trainee Khushboo, Platoon-4 Commander - Trainee Suman Kuntal, Platoon-5 Commander-Trainee K. Nirmala, Platoon-6 Commander-Trainee Madhu Kumari, Platoon-7 Commander-Trainee Seema Bandewar and Platoon-8 Commander-Trainee Chinu Nagar. During the

function organised at zonal training institute, ADG RPF also honoured trainees Ms. Nirmala, Ms. Sangeeta Natwaria, Ms. Priyanka Rana and Ms. Anita Ola for their outstanding performance in training program.

Addressing on this occasion, Additional Director General congratulated all trainees as well as officials of RPF zonal training centre Subedarganj for successful conduct of training program despite ongoing Covid-19 challenges. He also said that formal induction of these lady RPF personnel in protection force will strengthen security arrangements and women passengers will get a more secure travel environment. Dr. Srivastava wished successful future to all RPF recruits and motivated them to discharge their responsibilities sincerely. Principal Chief Safety Commissioner, North Central Railway Shri Ravindra Verma, DRM, Prayagraj Shri Mohit Chandra, PHoDs of North Central Railway, Principal zonal Railway Protection Force Training Centre, Shri Sanjay Pise and other officials were also present in this passing-out function. The program was conducted by RPF Inspector Ms. Suruchi Sharma and Inspector Shri Anil Dubey. ■

NORTHEAST FRONTIER RAILWAY : 14 Suspected Illegal Foreigners detained by RPF

Indian Railway's Toll Free Security Helpline no 182 proved to be very effective leading to detention of 14 suspected Foreign Nationals who had entered India illegally and were undertaking journey by train.

Railway Protection Force personnel of Alipurduar received a call from one train passenger on the Security Helpline No 182 regarding misbehaviour by some passengers of train no 02501 Agartala-New Delhi Special Rajdhani Express on 24th November, 2020.

The officers and staff of RPF and GRP from New Jalpaiguri checked the said train after its arrival at New Jalpaiguri.

During checking 14 passengers who boarded the train from Badarpur were detected by the TS (Train Superintendent) of the train of not having any legal document / Identity cards of being Indian Citizens.

The ticket details revealed that they were travelling on fake identity i.e. tickets generated in the name of others. During interrogation, it was found that all of them have reportedly fled from the 'Refugee Camp of Cox's Bazar in Bangladesh' and entered India. ■



Disclaimer : The contents of the advertisements published in the Indian Railways Magazine belong to the Organisation or their representatives. This Magazine is in no way responsible for any liability arising out of the contents/text of these advertisements.



Steps taken by NFR for **Better Customer Interface** resulted into easier and increased freight transportation to Boost Local Economy

In order to improve transportation of freight traffic, NFR has been opening new stations for handling inward and outward goods traffic. Few more railway stations have been opened for freight traffic during last month enabling easier transportation of various goods by customers.

To boost outward freight traffic Damdim station under Alipurduar Jn division has been opened for handling of goods booking facility for stone chips & boulder traffic w.e.f. 28th October, 2020. Lalabazar Station under Lumding Division has also been opened for handling Parcel traffic w.e.f. 19th October, 2020.

The Business Development Units (BDU) created in all the five divisions of NFR are regularly

getting in touch with existing and likely transportation agencies to know the actual need of various industries. As a result, 76 Parcel vans consisting FMCG products has been loaded from Azara & Changsari to Naharlagun & Agartala during the month of October 2020.

The first Private Freight Terminal (PFT) in NFR of M/s Pristine Hindustan Infra-projects Pvt. Ltd at New Jalpaiguri station under Katihar division which was opened for permissible inward traffic w.e.f. 17th September, 2020, has also now been opened for outward booking of permissible traffic for a period of 06 month. w.e.f. 29th October, 2020. This is expected to benefit transporters in a big way. ■

General Manager inaugurated **Upgraded Signalling System**

General Manager, Northeast Frontier Railway inaugurated the upgraded signalling system of Barua Bamun Gaon station on Tinsukia Division through video conferencing on 20th November, 2020. This upgraded signalling system will increase the speed potential through the station from 40 kmph to 110 kmph and enhance the safety of train running. ■



Communal Harmony Week Observed in NFR

Northeast Frontier Railway had observed Communal Harmony Week (National Integration Week) to foster and reinforce the strength of public harmony and national integration. General Manager, N.F. Railway Shri Sanjive Roy administered the pledge at HQ complex to all the officials present for settlement of all differences and disputes relating to religion, language, region and other political or economic grievances by peaceful and constitutional means. Similar programs were also held in the Divisions and other Railway establishments. ■



General Manager, N.F. Railway Shri Sanjive Roy administering pledge on the occasion of Communal Harmony Week

Inauguration of Escalator at New Tinsukia Railway Junction

Shri Rameshwar Teli, Minister of State in the Ministry of Food Processing Industries inaugurated an escalator at platform No.1 of New Tinsukia Junction on 20th November, 2020. The installation of the escalator will provide better facilities for movement of elderly and Divyang passengers. Shri Vijay Kumar Mishra, Divisional Railway Manager was also present in the function. ■



Inauguration of escalator at New Tinsukia



NFR Unloaded Record 1102 Rakes of Freight Carrying Trains during November 2020 to Maintain Supply of Essential and other Commodities in its Jurisdiction

Northeast Frontier Railway has transported more than 6847 nos. of inbound freight trains since beginning of the lockdown period i.e. from 25th March to 30th November, 2020. Out of this 1102 freight carrying trains were unloaded during the month of November only which is the highest unloading done during a month. This is 35.21% more than the unloading of freight trains done during the corresponding month of last year (815 freight rakes were unloaded in NFR during November 2019).

Goods like FCI rice, Sugar, Salt, Edible oil, POL, Food grains, Fodder, Pulses, Fertilizer, Cement, Coal, Stone chips, Iron/Steel, Potato, Onion, Sand, Gypsum, Maize, Pulses, Auto, Container etc were



Freight carrying train running through NFR zone

being transported regularly to not only meet the essential requirement of common people but also to keep the local economic activity of all the regions going.

Indian Railways has played a very significant role in providing its uninterrupted services for transportation of all essential commodities,

lifesaving drugs and medical equipments during the challenging times of COVID-19 pandemic.

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

NFR Takes Measures to Enhance Safety of Train Operations in Winter

NFR has put in place various measures for ensuring safety of train operations as the winter arrives. Maintenance of assets were beefed up to avoid failures and to ensure a safe journey. During the winter season, railway track tends to contract during night and expand during day time. Such sudden change in temperature often leads to fracture of rail track which causes major safety related hazards. To detect fracture in the fracture



Track patrolling works being carried out by track maintenance staff

prone locations, NFR has undertaken vigorous patrolling during the day and night throughout the entire track length.

Moreover, rail joints and welds are being monitored regularly, De-stressing of the sections having Long Welded Rails are being done, SEJ joints are being regularly monitored and Ultra Sonic Flaw Detection is being done to detect defects which are not visible to naked eyes. ■



Excellence in Response to COVID-19 : Southern Railway Bags Silver in SKOCH Awards

Southern Railway has won SILVER in the prestigious SKOCH Awards under the category of Excellence in Response to COVID-19.

Participation for the SKOCH award was initiated by the Commercial branch of Southern Railway. For participation in the SKOCH Award competition, exhaustive documentation was filed by Southern Railway detailing various activities undertaken in response to COVID-19. A presentation was also made elaborating Southern Railway's well-devised strategies and multifarious efforts during COVID-19 involved in running of

507 Shramik specials, freight services and timetabled parcel services for transportation of essential commodities, Special trains to important destinations, refurbishing coaches into isolation facilities, in-house making of PPEs, hand sanitizers, masks and various innovative prototypes. The valiant fight put up by the Medical branch of Southern Railway in saving precious lives affected by COVID- 19 was also enlisted as part of the documentation.

It is noteworthy that Southern Railway's Rail Dandora App also entered the finals and bagged

the 4th place in SKOCH awards under the category of Excellence of Governance. Recently, RailMadad, the grievance redressal portal of Indian Railways had won GOLD in SKOCH award under the category of Excellence in Governance.

SKOCH award was instituted in the year 2003 that honour people, institutions, projects that go the extra mile to make India a better nation. SKOCH award involves rigorous process that takes into account documentation submitted, Presentation made, a transparent voting process at multiple levels. ■

SOUTHERN RAILWAY Basketballer Bags Lifetime Achievement Award from World Women forum

Ms. Anithaa Pauldurai, a basketballer who is presently working as Chief Welfare Inspector/Sports in Southern Railway has been conferred 'Meenakshi Raghavan Lifetime Achievement International Award' for outstanding contribution to the field of Sports by World Women Wing. The World Women Wing felicitated Ms. Anithaa Pauldurai on the occasion of its 13th anniversary.

Ms. Anithaa Pauldurai had played for 18 years (2000-17) for Indian National Women's Basketball team. She was the youngest ever to captain Senior National team at the age of 19. She is the first and only Indian Woman to have played nine senior FIBA (International Basketball Federation) and



Asian Basketball Confederation Championships. Besides, she has received Lifetime Achievement Award from Chief Minister of Tamil Nadu in the year 2018 and also has bagged the Honorary Doctorate (D.LITT) in the field of Sports given by DK International Research Foundation, also in 2018. Ms. Anithaa Pauldurai brought laurels to the Nation by winning 4 Gold medals and 2 silver medals in International Championships, besides winning 30 medals

including 12 Gold in National Championships. Southern Railway congratulates Ms. Anithaa Pauldurai on her remarkable achievement and contribution to the field of sports. ■

WESTERN RAILWAY Wins 1st Prize in Energy Conservation in Transportation Sector at the National Energy Conservation Awards-2020

In continuous efforts to provide clean and green transportation to its commuters, Western Railway bagged three prestigious National Energy Conservation Awards in 'Transport' and 'Building - Govt offices' categories for the year 2020, organised by the Bureau of Energy Efficiency, Ministry of Power. Western Railway has been awarded the First Prize in the Transportation Category along with First and Third prize in Buildings Category for DRM's offices at Bhavnagar and Rajkot respectively. This

top honour has been given to Western Rly for significant improvements in energy conservation by adopting various measures which include :

- During 2019-20, Electrification of 664 Rkm was done on Western Railway, which is the highest on Indian Railways. The introduction of electric traction reduces the consumption of Diesel oil and improves the efficiency of transportation reducing the carbon footprint.
- Western Railway is operating 67 regular train



Various Energy Conservation initiatives implemented by Western Railway such as airport style energy efficient LED lights provided at all the stations on WR, state of the art & energy efficient 3 phase Rolling stock with energy regeneration system during braking and installation of solar plants at roof top & platform coversheds.

pairs with Head-On Generation and stopped the use of Diesel Generator Set for power supply to coaches, thus achieving a net saving of about ₹50 Crores.

- 8.67 MWp capacity rooftop solar plants have been provided at various railway stations, office & service buildings. These plants have generated 5.47 million units of green energy resulting in a net saving of ₹2.25 crores per annum.
- Energy-efficient 5-star rated electrical appli-

ances are used extensively in office and service buildings.

- Energy-efficient LED lights have been installed at all the stations, service buildings & residential quarters resulting in saving of about ₹12 crores per annum.
- Introduction of three-phase technology and improvement in driving techniques has helped in 15% improvement in SEC, a net saving of about ₹15 crores per annum. ■

Western Railway sets New Record by Winning Kaul Gold Cup for 29th Time in a Row

Western Railway has set a new record by winning the prestigious Kaul Gold Cup for the 29th time in a row for the year 2019-2020. In the General Body meeting of Railway Sports Promotion Board (RSPB) with all zonal railways, the prestigious trophy was formally given to Western Railway Sports Association (WRSA) and was received by Shri Alok Kansal, General Manager of Western Railway. GM Shri Kansal has congratulated all the talented sportspersons and authorities of WR for this



Shri Alok Kansal, General Manager of Western Railway along with other senior officers with the prestigious Kaul Gold Cup won by Western Railway for 29th time in a row.

remarkable achievement. Western Railway has been winning this cup for the last 28 years. This prestigious cup is the symbol of supremacy in sports arena over Indian Railways and as a proud

pioneer for achieving commendable success in various fields, Western Railway has once again proved its outstanding performance in the field of sports too. It is worthwhile to mention that the

points earned form All India Railway Championships and points for winning medals in national/international championships are taken into consideration for deciding the winner of this cup. ■

RCF Bids Farewell to the Year 2020 with Record Coach Production

RCF registered a record highest monthly production and average daily record production of LHB coaches in December 2020. This month RCF manufactured 154 coaches with an average daily production rate of 5.92. In November, RCF manufactured 124 coaches to achieve an average daily production rate of 5.9, whereas in October 2020, 147 coaches were manufactured at an average daily production rate of 5.88 coaches. In September of fiscal 2020-21,

RCF manufactured 152 coaches which was the maximum production before December. In December, 50 lightweight parcel coaches and 46 AC coaches were produced which is the best ever production in any month.



This increase in production despite the epidemic, reflects the persistence and dedication of the RCF staff.

Interestingly, despite a dip in manpower and the supply-chain of goods during the Covid period the production rate of almost 6 coaches per day has been achieved, which is the highest in the history of RCF. ■

RDSO Organised Meeting of Rajbhasha Karyanvayan Samiti



On 13 January, 2021 under the chairmanship of Shri Virendra Kumar, Director General/RDSO, Quarterly meeting of Rajbhasha Karyanvayan

Samiti was organised. In this meeting, the Director General reviewed the progress of Rajbhasha propagation and the work being done in the official language in the last quarter. The Rajbhasha magazine of the organisation 'Manak Rashmi' was released by Shri Virendra Kumar Director General/RDSO, An Informative presentation was made in the Official Language by Sri L. B. Yadav, Deputy Director / Finance on the subject of "Procedure for acceptance of proposals related to demand No.16". The winners of Hindi Essay, Hindi Speech

and Hindi Comment and Draft Writing Competitions held in November 2020 were presented with certificates by the Mukhya Rajbhasha Adhikari. ■

VALOUR ON FOOTPLATE

Shri Sudhendu J. Sinha

Adviser, NITI Aayog Government of India.

The curtain raises – 25th July, 1956, approaching midnight – a night pitch dark when fate was in full fury even literally.

“We are all going to die, Mack!” yelled both the firemen in blue funk.

“There is a major glitch in the fire box. Damn luck is not on our side. Flames are getting out of control”, Manasser Johannes and ‘Mack’ for his friends, was visibly shaken.

The Anglo-Indian engine driver of Kharagpur crew base who could spin a wisecrack anytime otherwise was the most serious – almost a stuffed shirt. A sudden block-back of fire from the fire box door was growing up in flames. While it had rained the other day, it was all dry that day. Even the rain gods were not merciful.

“Should we not jump off out of the moving train?”

Mack was invested into himself, frantically doing all that he could, to close the fire box door and contain the fire but all in vain. The flames leapt and engulfed first the fireman’s trousers. He started slapping his legs wildly to extinguish the fire with the help of the fancy cotton cushion that he was carrying.

“Mack, let us come together and take a jump to life. Should we not?” The fireman was writhing in pain. The cab was filled with the stench of burnt skin.

“Yeah, you should. But I should not.” He was absolutely clear and resolute.

“You know it is not a goods train. It is a bloody passenger train, the most popular one - 315 Up Howrah-Chakradharpur Passenger with 400 pax on board. I will strive till my last breath to kill this fire witch. I wish I could stop the train. The levers seem to be choked to a block.” The fire had thrown even the braking system out of gear.

It was absolutely necessary that the train was put to a stop immediately so that the spread of fire could be contained forthwith to envelope other coaches.

MANASSER JOHANNES

Diving to the deep dark ocean floor, scaling the highest peaks, jumping off a precipice, or fighting a band of armed



robbers alone are definite examples of courage and chivalry. Is a common man with exemplary commitment to his duty and a sense of sacrifice not capable of doing an act of hero? The men of grit and spine that galvanise them into action making them immortal in the annals of history constituting a glorious saga forever. Railways are full of such narratives. Here is one such story to sing about a Railway engine driver who set a formidable standards of valour on footplate.

If it failed, it would create a mayhem.

“So what we do?” The firemen were nonplussed imploring for his approval.

“Go save yourself. You are injured yet take an Olympic leap – leap of your lifetime. Keep your balance. You should be sliding down the slope of the embankment and not crash your head against the ballast strewn all over or the rails.” Mack enjoined without losing his focus on the brakes.

“What about you?”, the Firemen were concerned about their senior and trainer who had taught and guided them the nuances of driving.

“May be next life. That too as a Railwayman. It is a dream of every Anglo- Indian youngster to ride the footplate. We are the railway people. This is our train, you know! Guard Benny Calvert, another one of us, is manning the brake of this train. I am going to stop this train to safety, anyhow”, Mack was resolute.

Both the fireman tossed themselves out to safety.

Now, the Situation Report – Cab on fire with smoke billowing out with Mack right at the centre of the inferno.

The pain was rising and so was his resolve to pull over his train to safety – a predicament that comes only with the highest degree of passion. He took his last sincere effort to apply the brakes. It was all up in flames – orange and yellow with occasional blue streak. He could see through the flames that he was

approaching the outer signal of Kharagpur station. He gave his best and shook the brake lever violently. It was a miracle, only god sent. The recalcitrant brakes started applying. The braking impulse got activated started moving on in turn gradually slowing down the train. The heat and the burn was unbearable making it the most difficult to be on the post but Mack Johannes was still clinging on to the brake levers. Right short of the foot of the outer signal of Kharagpur station the passenger train stopped with all 400 passengers most of them sleeping as they do at their

11th October 1957

Ashoka Hall, Rashtrapati Bhawan, New Delhi

KIRTI CHAKRA (Posthumously)

for 'conspicuous gallantry' - Manasser Johannes.



President Dr. Rajendra Prasad in conversation with Marjorie Johannes

homes with their trust that all the systems of the Railways are alert at their best of reflexes and all are completely safe.

The engine was immediately detached, coaches were pinned down and station was informed. Benny, the guard, rushed to Mack who had sustained serious burns - peeled off skin showed the red flesh inside dripping with droplets of the essential of the body, face completely charred, back seared – it was ninety five percent burns. He was immediately taken to the hospital where he breathed his last. But it was not without creating an epitome of commitment and

Photograph Courtesy : Harry MacLure, Editor-Publisher, Anglo-Ink Books.

Library Assistance : Rail Bhawan Library.

Website : <https://www.gallantryawards.gov.in>

Archive :

1. Ministry of Defence, Government of India.
2. V. N. Singh O&M Ministry of Railways (Railway Board), New Delhi.

Reference : 'Footprints On The Track Anglo-Indian Railway Memories', (Ed.) Noel Thomas, Anglo-Ink Books (Second Edition, 2014).

fortitude that combines only in rare souls. What was left with Benny Calvert was his immaculate uniform with impressions and contours of the charred hands of Manasser Johannes as souvenir and the memorabilia of the ultimate sacrifice of his brave colleague.

The President of India was in all praise for Manasser Johannes, the engine driver. The citation for the gallantry award was read out in choked voice overwhelmed with emotions " ... there were about 400 passengers in the train. Realising that a disaster must result if he too jumped out, driver Johannes remained at his post in the flame filled cab and though severely burnt he eventually brought the train to a stop. ..." Dr. Rajendra Prasad handed over the medal to his widow Marjorie Johannes with her young son Michael Johannes by her side.

The august audience roared into thunderous cheers. It's filled the sky and etched the glory of Mack Johannes reverberating for all times to come - Railwayman that he was, his valour on footplate. ■

Attention !

Attention Advertisers

For providing regular advertisements you may please contact **Shri Prashant Kumar Pattnaik, Business Manager, Indian Railways**, Room No. 310, Rail Bhawan, New Delhi-1. Regular advertisers are also requested to communicate one month in advance for the continuation of their advertisements. You may please contact **Shri Pattnaik on 011-47845378, 43665 (Rly)** or email to **bmpr310rb@gmail.com**.

Items	REGULAR ISSUES Monthly Issues	
	Casual Rate	Contract Rate*
Back Cover	₹ 11,400	₹ 10,450
2 nd Cover	₹ 10,450	₹ 9500
3 rd Cover	₹ 9500	₹ 8550
Full Page (Special Position i.e. before / after text pages)	₹ 8550	₹ 7600
Full Page	₹ 7600	₹ 6650
Half Page	₹ 5130	₹ 4180
Spread over two adjacent pages	₹ 15,000	₹ 13,300
Spread over two adjacent pages (Special Position)	₹ 16,500	₹ 14,700

MECHANICAL DATA

Overall Size
28 cm x 20.5 cm;

Print Area
23 cm x 16.5 cm

Advertisement
• Material
• Email or
• Artpull/CD

- At least three or more advertisements regularly or alternatively come under contract rates.
- **Mode of Payment:** Demand Draft (in advance) in favour of Business Manager, Indian Railways payable at New Delhi or Cash may be deposited in Room No. 310, Rail Bhawan, New Delhi-11001.

Payment through Cheque is not acceptable



The Changing Landscape of Contemporary Libraries

Shri Rajesh Kumar Sinha

Librarian, South Eastern Railway, Adra

Similar to evolution and changes witnessed in all forms of contemporary society, socio-economic domain, the modern-day libraries too have metamorphosed. A library that till 15-20 years ago was usually seen as a dingy room, full of books in closed almirahs and a Librarian with spectacles on, sitting behind huge stack of books and getting the asked ones to some bibliophiles, who were the chosen ones to visit the place.

Times have changed and so are the libraries. The modern-day libraries are some of the sleekest spaces around where patrons are the serious ones, looking for relevant information. The buildings are spacious, sitting places are properly earmarked, computers with hi-speed internet connection are normal and books have been replaced with 'documents'. Documents in a broader sense reflect all sources of information. They could be books, periodicals, journals, atlas, travelogue, photographs, CDs, DVDs, monographs, thesis, dissertations and any other source of knowledge or information.

One of the most significant changes that have come around is the introduction and proliferation of e-resources. The widespread growth of internet has helped the e-resources like anything. When knowledge is summarised and presented in an electronic form in various formats, PDF, digital, multimedia, scanned/photographed, MP3/MP4 or other audio forms, these are myriad forms of e-resources. And they have become an integral part of a contemporary library and its users.

Computers and internet have also brought about a revolutionary change in the very concept of a library. Today's libraries have gone beyond the idea of a room or a building. The thought of a Digital Library, Hybrid Library or a Virtual Library have gone beyond technologically-savvy nations and societies. They have become an integral part of all modern societies and nations. While a *Digital Library* in a broader context implies a library whose entire documents or collections are in a digital form, the *Hybrid Library* has collections that are partly digital and partly physical. Most of the contemporary libraries could be regarded as a hybrid library since their collections comprise both forms.

A *Virtual Library* is another innovative form that has emerged due to the developments in communication technologies including world wide web, android, open source operating systems like Linux, a good number of library softwares like

LIBRA, LIBSYS, KOHA, LIBRARIAN, LIBRARY MANAGER, MODERN LIB and plenty of others. In this form of library, the reader gets all the library documents directly on his computer/laptop/ Apps or mobile phone. The user will get all library sources, sitting in his home or office. And more importantly, there will be no '*Library Hours*', since users would be able to get access to their required documents, at all times, as per his convenience.

The introduction of library management softwares, BARCODE System, RFID System, Database Management System (DBMS) are some of the other innovations that have helped to change the very landscape of today's libraries.

The technological improvements in the library system however, has been paradoxical. While it has introduced innovative systems that have helped to improve the efficacy and performance of a modern library, availability of greater information resources, it has also raised new issues.

When more information resources are available at the disposal of readers in different forms and at a place and time of his choice, why does he need to visit a library? When anything, anytime can be looked after immediately at the click of a mouse, i.e. a search engine say Google, Yahoo then why should the reader spend his time, effort and energy to visit a library.

In fact, there have been suggestions since last two decades that libraries will gradually lose their prime and will be replaced with apps-fed mobile phones. All information will be passed on to these modern communication gadgets where readers will get everything they are looking for. In fact, the forced Corona-led lockdowns have resulted in a situation where students are attending to their classes online, taking their exams on mobiles/laptops and people are working from home with the use of communication technologies. E-commerce has enabled citizens to secure their home and business needs by AI-enabled technologies.

So where does a modern library thus stand in the midst of all such developments?

The answer lies in the ability to evolve and adapt to changing circumstances. A *Library* needs to adapt itself to modern technologies. It surely has reformed but the pace needs to be a bit faster. While an extensively-used search engine like Google can bring anything and everything under the sun before users in no time, the tremendous *information explosion* that has resulted in the last

few decades, has made knowledge widely accessible.

However, what a user needs is not merely information but the most relevant information and there comes the role of a professional Librarian. A Librarian who can bring the most relevant information to the user, at the right time, right place and in the least cost.

A Librarian also needs to be equipped with some more domains, more disciplines. A background in the field of information sciences along with communication technologies, psychology, business innovations and practices will make him aware of the new relevant changes to make the library more user-oriented and productive.

The shrinking library budgets is a global phenomenon today. Contemporary libraries need to be better run, effectively-managed and technologically developed to make them more in line with

the emerging needs of users and the society. As that is being done, libraries around the world are evolving, changing and becoming more tech-savvy user-centric information and resource centres as against mere reading rooms as was the case till a few years ago. As societies grow and improve, libraries will evolve, grow and improve too. In the process, libraries of the future will most certainly emerge as smaller in space but greater and more relevant providers of knowledge, information and resources to remain useful to the humanity. ■

Readers are requested to send their
SUGGESTIONS / FEEDBACK

to
→ feedbackindianrailways@gmail.com



Paintings

Shri Om Prakash
Sr. RRO, Southern Railway





THE SIREN BLOWN

Shri Subrata Bhattacharya
Ex Dy CEE/ HQ/ MLG, NFR

It was late-o'clock at night and Subimal was sleeping. Suddenly the mobile phone started to ring. Subimal's phone is used to be kept on a small table beside the bed to attend in case of emergency.

Subimal retired for sleep at half past eleven. His ringing cell phone shattered his sleep. The phone call was attended. The call came from the Railway Control Office. The staff on night duty called, "Sir, there has been a derailment of Up Shatadal Express near Majherpur station. Four coaches derailed. Ten to fifteen people were injured. The siren would sound right now. Relief trains are being arranged."

Subimal jumped up. He went to the bathroom and washed his face and sprinkled water to his strained eyes. Then he started to be ready. A small bag was always kept ready with the necessary items as required to proceed anywhere in case of emergency. It usually contains torch light, water bottles, biscuits, pencils, notebook, some useful medicines etc. He took a look at it once.

Subimal's wife Sushmita also woke up. Sushmita arranged and checked Subimal's belongings. Subimal got ready in fifteen minutes and came out. It was three-fifteen in the morning. The siren had already sounded. Some people in the railway colony woke up. They would also arrive on the relief train. Subimal's office car had arrived by then. He almost jumped to take his seat. And within five minutes they reached the relief train.

Several Workers and Officers arrived on the relief train inside the yard. The lights were on. They were looking at their own belongings. Doctors, Health workers, Engineers of different departments, Workers were arriving one by one. Subimal called the Superintendent of his own department. Then they started looking at their belongings.

Departing from here, they would start their own work as soon as they reached the accident site. Some Officers boarded the relief train; others went to the Control Office. From there some instructions were given and also the necessary news from the relief train kept coming to the Control Office off and on regarding news from the site.

The siren sounded at exactly three o'clock. At three-twenty-five minutes the locomotive was attached with the relief train. And the relief train would leave in just five minutes. Medical van was also connected with Doctors, Nurses and Health workers. If there is no passenger train involved, there is no need to go for the Medical van. Engineers

and other staff are only required to move.

The relief train left at exactly three thirty hour. Subimal came and sat in the seat. Subimal is an Engineer in the Electrical department. Two doctors, a RPF officer and two other Engineers from other departments came and sat there. They had taken primary care requirements.

The relief train is running through the darkness of night. There are paddy fields on either side, tea gardens at some areas. Cold air was pouring in through the windows. Occasionally there was a flash of light on the sidewalk. Sometimes they notice the headlight of the trucks running on the national highway.

Shortly after Subimal had left, Sushmita saw a light flashing in Alok Sarma's house opposite theirs. Conversations were also being heard. Alok a Mechanical Engineer also went on the relief train. Alok's wife Soma is Sushmita's friend. Besides Soma, Sushmita has a few more friends here. They occasionally gather and are used to gossiping and chatting at different functions of the Office. Sushmita called her. Sushmita did not get any additional news from Soma. After a while she turned off the light and went to bed. She was constantly thinking about Subimal and prayed for safe return of Subimal and their team from the accident site. As a result she could not sleep as a sense of anxieties and apprehensions was always overpowering her effort to control his worries. The better halves in the Railways are no mean achievers as their indirect involvement and emotional attachment for any cause made the Railways a happier family as they would always stand by their husbands in case of any adversity or emergency.

Doctors and Health workers would be the first to attend the needy when the relief train arrives at the crash site. They would go to treat the injured passengers. Meanwhile, RPF personnels would cordon off the entire accident site. If there are suspicious people likely to interfere with smooth proceedings they would remove them. The security staff would guard the whole area. In case of major accidents, State Government would be co-opted through District Officers of the area to take up all security measures and to avoid any miscreant activities.

Everyone in the other departments would start their own works. The people in the electrical department would run small generators at different places. Then they would light up the area. There will be two or three telephones from the Railway

Signal and Telecommunication department. Their duty is to ensure good and uninterrupted communication from the accident site and to ensure communication between different agencies working at the accident site. Necessary communication arrangements would be provided at the site to communicate with the Control Office for smooth progress of the works and also to apprise them with the latest progress and expected time required to complete the proceedings. An announcement would also be required to be made to facilitate interdepartmental cooperation when these are required. The people in the Mechanical department will arrange for a crane to lift the coaches and other heavy goods and place them on the track. The heavily damaged vehicles would be placed by the sides of the track to clear the track and proceed with necessary repairing of the track to set right everything for movement of traffic just after restoration and submission of all clear message to all concerned.

Passengers would be evacuated quickly. They would be given first aid if required and sent to the nearest hospital. The normal unaffected passengers would be sent by another train to the destination. Passengers would be given drinking water and other amenities if required and as available at site. If a passenger is stuck in a damaged vehicle, he would be rescued by cutting the window and stretching it if required and by any other means as the staff meant for rescue, deem it appropriate to take the right measures if needed. A list of where and how the injured passengers are to be shifted, would be made on the basis of proper amenities as available at such hospitals to treat the injured as per requirement. The necessary information would be sent to the Control Office.

The coaches on the train line would be removed from both sides and brought to the nearest stations. Those coaches which got derailed from the line, would be lifted on the line with a crane. If that is not possible, they would be removed from the line.

Then it would be the turn of the Civil Engineers to repair the line and make it fit for train running. All passengers would be required to be evacuated before undertaking repair works. Only railway workers would work there.

Others with Subimal included Dr Animesh Ghosh, Dr Kamal Gogoi, Engineers Anup Singh, Ramesh Gupta, Alok Sarma and Tapas Dey. They were all talking about how they got ready after receiving the news of the accident. Dr Gogoi said he forgot to wear a sweater over a full shirt in a hurry. He was feeling pretty cold now. Alok watched a movie on TV till late at night, wanted to wake up a little late today. But the accident had spoilt everything as planned and made them to start for the accident site ironically without any sleep or rest.

In this aspect the Railwaymen are no less disciplined and workaholic than the defence staff who are definitely at the top to protect and guard the borders despite all the rigours of the terrains and climates.

Subimal has asked his Assistant Engineer Tapan Roy to stay in the Control Office. Subimal was also informing him as and when required. The train was running very fast, they were supposed to reach the accident site by 04:25 a.m.

The relief train is equipped with all the necessary supplies so that the rescue operation can be started in a very short time. Necessary medicines, bandages, Oxygen cylinders etc. are kept in the Medical van.

Umbrellas, raincoats, gumboots, helmets, tents, etc. are available to dispose and face every condition of changing weather like hot and blazing sun and also incessant rain and occasional storms and also as safety precautions.

The equipments of the relief train are checked every few days so that they are all handy, in order and available readily for use. There is a fixed time for this; the Heads of different departments visit at the specified time and give necessary advice. The Officers of the department are quite relieved that the relief train was tested only seven days ago. Subimal and his colleagues informed their relations at their houses that they had reached the relief train and it left in time.

It can take up to six hours, eight hours, or It can take any length of time depending upon the scale of damages, the facilities available and whims of nature till final completion. At the very end the line would be repaired by the Civil Engineering Department. When it is completely fixed then the relief train would come back. Experienced staff of each department are kept ready for this job. It is like seeing their ability to move big and heavy things and build rail communication in a shortest possible time.

They were discussing with colleagues the fallout of accident as reported and the extent of resulting damages. Additional DRM Sri Satish Gupta is on today's relief train. He is the highest rank Officer here to instil confidence and a sense of fulfilment guiding and arousing passion to show their working at the highest order to realise a speedy restoration. Everyone will do their own work and take his advice if necessary.

ADRM Sri Gupta directed to make a list of the Heads of all the departments, who were able to catch the train. He informed the other Officers as much as he knew about the accident and gave necessary advice.

Still there was approximately a time of five minutes left to reach the accident site. The train came to a halt at Majherpur station. Additional DRM Sri Gupta called all the Officers and

announced, "I want to tell everyone what the accident is, which was nothing but a mock drill. In case of emergency, we have to take care of our work. Please inform your staff accordingly that we should be ready to face any eventuality to make our efforts really successful."

He further directed the Officers of each department to take note of the condition of their equipment and the activities of the staff. The designated staff should also collect the reasons for those who could not come. All matters would be analyzed tomorrow.

All the Officers informed their staff. The wave of tension that had been spreading for so long suddenly calmed down. The first episode of a breathless drama is over. This is how their activities are sometimes tested.

ADRM Sri Gupta got down at the station and spoke to the Officers in a light and casual manner. For so long he had looked quite serious. Only four high-ranking Officers knew the matter which was kept a secret from the rest.

Subimal called his wife at home and informed about the matter. Everyone was very anxious. On hearing about the mock drill they are relieved now. Here there will be a little break for twenty / twenty-five minutes. The engine of the relief train is being disconnected. The engine will be attached in the

opposite direction, then the relief train would return to their town.

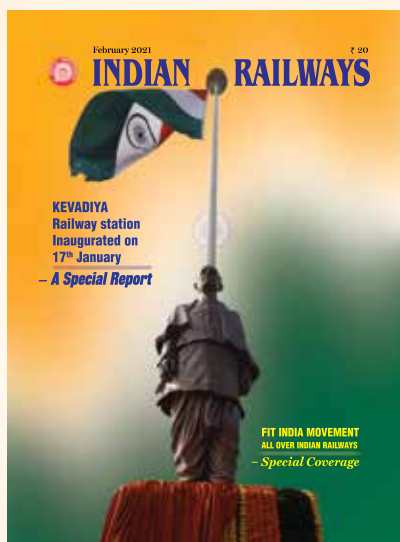
Subimal recalls regarding their daily works in this division. Bonding among the colleague officers are very nice. After the day long busy schedule Subimal sometimes goes to the officers club. Many colleague officers take part in table tennis, badminton and carrom. In the club days their family members take part in singing, music, games etc. He also enjoys the outdoor inspections in the small stations which are surrounded by natural beauty.

Now the relief train is running in the opposite direction. Subimal and his colleagues sat side by side; they were busy talking to each other. Some of them were dosing with winks of sleep. Nothing to wonder at because they had to leave without full sleep and now after projected execution of mock drill and preparedness of everything to nicety, they are enjoying with occasional wink of sleep to express their contentment after a rightful conclusion as expressed by their occasional slumbers.

The darkness outside was impenetrable although a light fade-out of overall darkness signalled dawn to embark upon. They would now reach their town as soon as the dawn broke in. ■

Translated by : Kalyan Kumar Sanyal, ex DSTE / Con/ Maligaon, NF Railway.

OUTLET FOR PURCHASE/SUBSCRIPTION of Magazines Published by Ministry of Railways



The monthly magazines viz. '*Bhartiya Rail*' in Hindi and '*Indian Railways*' in English are now available for purchase/subscription at

Souvenir Shop of
NATIONAL RAIL MUSEUM
Chanakypuri, New Delhi

ANNUAL SUBSCRIPTION

India : ₹ 250 (₹200 for Railwaymen), Foreign : ₹ 1250 (Sea Mail), ₹ 2500, (Air Mail),
Single Copy : ₹ 20, Special Issue : ₹ 70

FMC...

Shri Uppuluri Krishna Murty
CVO, Hindustan Petroleum Corporation Ltd. (Retired)

Family Membership Certificate [FMC] or Family Composition Certificate [FCC] is a crucial Document, as I had come to learn recently.

It is a valid substitute to some extent to the 'Inheritance Certificate' that courts normally issue subject to compliance with due 'processes'. The FMC is, legally speaking, an imperative paper that is indispensable to establish one's credentials and claim benefits from the Family Pension Scheme, left over amounts in Provident Fund Accounts and different kinds of Bank Accounts that have no clear nominee(s), in resolving knotty disputes within a family regarding Inheritance of investments in Mutual Funds, Shares, Debentures of different shades, different immovable assets. among others.

The FMC comes in to picture particularly when a person dies *intestate* and had not left a will or clearly spelt out as to who should get his wealth.

From the breadth and depth of its applicability you can easily make out that the FMC is a prize possession; and as probably rightly guessed by you, it is not easy to get one, when, unfortunately, the need arises because of one's negligence at paper work stage.

This is a dry and boring introduction in a layman's language, sans the legal jargon, to a subject that is known to most of you. The readers should pardon me for this liberty I have taken with your time.

But read what follows to know the difference between theory and practice.

I was living under the shade of the protective care provided by my parents well into my late 50s. I was lucky. I had a happy and contented home. Whenever I reached home from work my parents used to welcome me with smiles on their faces. There was joy all-around. I had given the best years of my life to my employer with unwavering concentration. I hardly spared any time to my family or other affairs. My competent wife was admirably managing my household all these years. I have a single child as per the modern-day norm. I have no investments worth the name so there is no need for any complicated planning either as regards distribution of the wealth, or to think of a need for any kind of document called FMC.

My father was an *Indian Air Force Pensioner* who retired prematurely and had to make do with the trimmed down pension post 1960s. My mother was a housewife with no independent income of her own. Times were being what they were, we were

practically on a hand to mouth existence for decades. After I started working, my parents stayed with me. In fact, they lived with me, wherever I worked, for 30 plus years.

My parents used to manage their income from Pension themselves. My father used to spend it mostly on his regular travels. My father was fond of children. He used to spend a lot for buying gifts for the children he used to meet at relatives' and friends' places. Even after fully meeting such expenses on his own my father, a frugal man that he was, had set aside a tidy sum and invested it in his own name in the *Senior Citizen Savings Scheme [SCSS]*.

My mother was a parsimonious person to the core. She was very meticulous and careful with money. By adopting different cost cutting measures she saved some money from the household's annual budget. The gifts that she used to receive on different occasions had added handsomely to the kitty. This created a corpus for her to invest in a SCSS Account herself.

The rate of annual interest paid for the SCSS Deposits was fairly attractive in early 2010s.

It is optional for the investor in the SCSS to provide details of the nominee. My father seems to have forgotten about this. The bank also failed to advise my dad about this requirement. Years rolled on. The same happened in my mother's case.

I lost my father in the end of 2017 when he was 91. His SCSS Account was about to mature. Then it had suddenly dawned up on us that there was no nominee in the SCSS Account of my late father.

That development set into motion the rigmarole of myself applying to the bank as a claimant. I had realized that I need to submit a written application form.

The SCSS Account of my late father was at a bank branch where I had worked long back. To visit that place I had to undertake an 18-Hour Train journey. The air connectivity was poor. I made some feeble attempts to get that account transferred along with me to a nearby bank branch whenever I got transferred and when my father was alive and we all shifted together. I was told by the bank where this account was opened that a SCSS Account once opened at a branch cannot be transferred; it now appears to me that I was misguided by an ignorant Bank Manager.

Visiting that place to contact the bank only for the purpose of claiming the funds left over in the SCSS Account is an expensive proposition. Besides,



such a trip involves additional costs for accommodation, local transport, *et alia*. I visited some local branches of the bank first to get the right application form. I got three different types of application forms from three different branches of the same bank. It took some time for me to zero in on the correct form which I got from the Branch where the SCSS Account was available. I got it by email.

This particular application form is running into 8 pages. I am an experienced bureaucrat and a self-proclaimed expert in paper-work. But filling this particular application was a jittery experience because it was full of legalese.

In addition, the application required the submission of several properly filled-in annexures. They are: a notarized affidavit, an Inheritance Certificate from a competent court or a *Family Composition Certificate* or *Family Membership Certificate [FMC]* in lieu from a competent Official of the *Revenue Department* of the relevant *State Government*, a document signed by two persons of sufficient net worth from outside of my relatives' circle with them standing in for me as surety for the sum involved, and an indemnity letter from another person indemnifying the bank by stating that he knows my family for sufficiently long time and the facts stated in the claim application are correct.

That said, I could make out that getting an *Inheritance Certificate* or *FMC* is the trickiest job of all. In the metro I was living at the time of my father's death. I met a below average advocate; he was operating from his parked car as his office, quoted a rate of *Rupees 40000* as a package fee for processing the whole case and getting the *Inheritance Certificate* from the relevant court with the rider that the court may take up to *4 years* to decide the matter and issue a Certificate.

The procedure involved, interestingly, among others, the release of an advertisement in the local newspapers in multiple languages that I am the only legal heir.

One good Samaritan had chipped in with an advice that I may instead opt for the *FMC*, issued by the '*Tahasildar*', a fabled designation etched permanently in Indian psyche since the time of Jim Corbett, if not much older times; a '*Tahasildar*' to refresh your memory, is a '*Group C*' Official of the State Government with an apparently *Talismanic* touch and *sweeping* powers.

A '*Tahasildar*' is an all-India phenomenon.

That friend told me that it would suffice to have that the *FMC* to get the dues from the Bank. So I have settled up on the option to chase a '*FMC*' and get it.

The '*Tahasildar*', or his deputy the *Mandal Revenue Officer*, yours sincerely has discovered, is the competent authority who issues the *FMC*; even

though it is the *Revenue Inspector [RI]* who calls the shots in reality.

The position of a '*Tahasildar*' and its 'powers' to 'bestow upon' or 'take away from' citizenry various benefits available under different social welfare schemes are legendary. The '*Tahasildar*' is, as I have learnt over the years, a powerful official and I vividly recall an incidence from *mid-1980s*.

I reported at the Centralized Training Institute after joining the *Central Services 'Group A'* after clearing the *Civil Services Examinations held in 1986*.

I opted for one of the '*Group A*' '*Services*' of the *Indian Railways* as they were reputedly one of the best employers around at that time and help you lead a dignified life with self-respect intact as they take care of every requirement of their employees; be it housing, be it medical care, including post-retirement medical care, be it recreational needs, you name it and they have their own infrastructure for everything and access to them is virtually free for employees; both serving and retired, and their families.

One gentleman from our batch left the coveted '*Group A*' Service of Indian Railways and instead opted for the position of a *Trainee 'Tahasildar'* in his home State. His parting shot in the farewell function was that the position of a '*Tahasildar*' is any day *1000 times* better than a '*Group A*' job in Indian Railways.

Quite a few of our batch mates were shocked at his decision to opt for a '*Group C*' '*Service*' in a *State Government* in lieu of a '*Group A*' position in the Indian Railways. At that time, I could not figure out the reasons for such a summary conclusion though.

Another colleague of mine from our batch during the Probation days; let us remember that he was perfectly sober and was not drunk or under the influence of psychedelic drugs of any kind or anything like that at that point in time, walked across to the *Principal Head of the Department* of his *Vertical*, whom he came across in a local vegetable bazar, and wisecracked that the position of a *Head Constable* in the *Police Department of the State Government* is way better than the position of a *PHoD* in *Indian Railways*; which one achieves after *35+ years of relentless 10 Hours-a-day weekend-less toil*.

The reason given by my batch mate for arriving at this outrageous conclusion was funny. The *Head Constable [HC]*, according to him, never goes to the vegetable market on his own as a Constable does the errand for him and the shops usually give vegetables free of cost to a HC as an insurance to avoid trouble that may descend up on them in another form.

Much water has flown under the bridge and I have since retired from the Government job after about 38 years of continuous Service, including about 10 years in different PSUs, without experiencing, luckily or unluckily, the entrancing 'Powers' of a 'Tahasildar' firsthand.

At the time of my father's death when it was time for me to seek a *FMC* from the State Revenue Department, I was occupying the position of an 'Additional Secretary' to Government of India. So I thought that the 'Tahasildar', a functionary about 10 to 12 levels below me in the rather formal hierarchy of the Government, may oblige me immediately and issue the *FMC*. I was proved totally wrong, as you can see, and I started the processing of my case.

A 'Tahasildar' is from the mighty 'State Apparatus' from the times the British ruled India. This Designation still has some of its mythological aura it carried over the years, though it is definitely on the wane. A 'Tahasildar' has a halo that represents the glow of sanctity which we notice conventionally being shown encircling the heads of Gods and Goddesses.

One timely advice that reached me was that the State Government Offices have their own informal organizations and the formal organograms are often misleading. A good friend told me well in the nick of time that approaching these officials directly could lead to disastrous results and irreparable damages to the very purpose we are attempting to achieve; getting a *FMC*, sometimes. Another valuable input that I received was that I should never mention my designation or title before the State Government's Officials unless they are of real significance and have some nuisance value to the 'Tahasildar' or his *Staffs* when I meet them lest their very mention could be counterproductive. I was strictly warned against presenting my stylish corporate visiting card as it could jack up the demand for bribe and make me a butt of jokes. Another danger lurking around was that the 'Tahasildar' or his *Staffs* may not find time to read it or may not be able to understand it. Here I remember doing a similar mistake while meeting a senior Indian Railways Official from a different 'Group A' Service and was slated to climb to the very apex of the Organization from the day he joined; he joined the job at the age of 16. When I presented my visiting card to him that 'Gentleman'; I do not know whether it is an appropriate title for him, had thrown the same into a dustbin located near his foot-rest. Coming back to the 'Tahasildar', a dysfunctional remnant from the feudal times, I was afraid that a visiting card may mislead him in to assuming that I am from the clan of a big industrialist and hence can afford a bigger *Bribe*. I was

told to write down my name on a piece of scrap and preferably dirty paper with a pen mentioning the landline number and pass on the same, if required.

The advice was that it pays to be humility personified when one goes to the State Government's Office at the appointed date and time even though it is an open secret that a handsome '*Bribe*' is a must to get the job done.

Since joining the Vigilance Function about 10 years back I had become a very good listener. So, I took the wise men's cues on their merits.

You may find it surprising in me cursing Government Machinery and Bureaucracy though I myself hail from the same tribe. As you know, as one gets to occupy senior positions, whether in the main corridors of power or in the little by lanes of the corporate hierarchy, wherein the kind of positions that I occupied are available aplenty, one forgets the rudiments of the processes that prevail in the grassroots level Offices of the Government. One finds even applying for an LPG Connection a daunting task and it is no exaggeration to say that one can get easily lost while attempting to send a letter by registered post at a post office.

No dabe has to be frustrated or disappointed when it comes to finding a helping hand in one's surrounds for getting petty jobs done at government offices. In 'Bureaucracy' you have enough number of redundant people with a variety of skills. Some of them are handy as errand boys for Senior Officers. In course of time such resident *factotums* of offices become so indispensable that they are exempted from periodical transfers and such other 'harassments' that haunt staffs that do their normal work sincerely!

I found one such *factum factotum* in a lieutenant in the close proximity and I requested him to lead me out of this troublesome situation of successfully applying for the funds in my late father's SCSS Account that is sans a nominee.

So that friend took over the job of securing me a *FMC*. He assured me that he would work as a front-man for me. He assured me that he would handle the staff at the 'Tahasildar's' office 'appropriately'. Firstly, my friend visited the 'Aapka-Seva' Kendra, a Computerized Front Office, a kind of single window, of the State Government that was specifically created to foster a people friendly environment and reduce corruption. He obtained the necessary forms there, which are in the official language of the State, and got them filled up correctly with the help of a street-corner consultant available nearby the 'Aapka-Seva' Kendra and after ensuring that I signed at the right places submitted the same in the electronic front office. ■

To be continued...

GLOBALISATION AND PANDEMIC

Prof. S. Balakothandapani

Former Chief Trainer, ZRTI.OXFORD Engineering College, Trichy-9

“Globalization is both an active process of corporate expansion across borders and a structure of cross border facilities and economic linkages that has been steadily growing and changing”

—Edward S Herman



The term Globalization is a derivation of the term Global, which means covering the globe. In its broader sense, global refers to looking at things in terms of whole world and not an individual country. The idea of Globalization dates back to the conference held at Britton woods (USA) in 1947 and since then it has embraced world economic activities. But in the recent years because of wide spread communication network, the world has become smaller and all the Nation's have come much closer to each other.

The international movement forces have grown stronger because of export-import dependence beyond mutual boundaries. People of one country now have access to the global market developing or promoting market transactional. It is true that all the countries of the world are not equally developed in the global market. The developed countries have influenced the developing countries in one way or the other. There have been capital inflow and transfer of technological know-how from the developed countries to the lesser developing countries. There are four types of Globalization, i.e. Economic globalization, Skill globalization, Technological globalization and the last one Globalization of awareness of several problems of different countries. These problems

include Environmental pollution, Terrorist activities, Human rights violation etc. People all over the world have come to realize that their social hazards have to be uprooted from the society.

Pandemic and Scenario Post Pandemic

A Pandemic is defined as an epidemic occurring worldwide or over a wider area, crossing a large number of people. The pandemic is a peculiar thing. It is a paradoxical situation that while this is a global phenomenon in its very nature but the effect politically was to make everyone turn inward more local, and more national in the orientation. But the world we live in now is so deeply interconnected by trade and investment capital flows that it would be unthinkable to unravel all that. The truth is that we need all these desperately. In the present scenario most countries are looking for growth, particularly now with the effect of the pandemic. Now the fastest way to boost our economy is to have a larger market to play in. And that means actually going in the direction of more trade, more openness than less. And in fact our Prime Minister has taken the right direction of liberalization by easing exports and simultaneously and industry owners to produce more things locally. He has also



given a call for buying indigenous goods (locally made) to boost the demand side for them.

The World is Becoming Biopopular

There are a lot of concerns about being overly reliant on China. That is not an argument against globalization but against being reliant on one single market or country and its more for geopolitical reasons. As China has become a higher wage economy, companies have been starting to diversify to places like India, Bangladesh, Mexico and so on. But that is still globalization. China and USA are in a league of their own, economically and militarily and that is going to define the nature of the new world for the next generation at least. An open system and an open global economy can easily survive with a certain degree of economic and technological competition. Japan and USA in the 1980's were highly competitive on many of these issues. But the key is not to allow it to morph into the kind of highly divisive, destructive competition that characterized USA and Soviet Union.

Capitalism and Pandemic

In the western world we have a genuinely mixed economy, production of wealth and the allocation of resources are done almost entirely by the market but very strong social protections are put in place using tax money. That model is quite stable and it is going to sustain. Now the real challenge for the pandemic has been a different issue, the quality of the state. The places that turned upside down during the pandemic were all places with weak states like Belgium, Spain, Italy. But places with strong capable states such as Germany, Denmark, Taiwan, and South Korea have done well.

Conclusion

Modern world cannot be perceived as the one where people stick to one side in globalization Vs globalization opposition since these processes coexist and cannot be discussed separately. The development of the globalization phenomenon made people think about the preservation of their local culture along with enjoying all the benefits of a globalized society that imply constant development and using recent innovations. Localism presupposes delivering a certain product or service to both global and local target audience at the same time, so this phenomenon clearly illustrates how globalization and

localisation are interconnected. Therefore, in the post COVID-19 world, what we need to do is to spend our money differently. Allow banks to lend to various other kinds of enterprises and that money will eventually flow down to the average person including the poor people. ■



(Reference: TEN LESSONS FOR A POST PANDEMIC WORLD – *Fareed Zakaria*)

Him Darshan Express with Vistadome Coaches between Kalka-Shimla

Shri Anil Saxena
Freelancer

Shimla has never failed to charm the tourists, especially during the winter season. To this, the Indian Railways on 18th December, 2019 has added cherry on top by introducing the 'Him Darshan Express' tourist special train on the UNESCO Heritage Kalka-Shimla route. The train comprises 7 coaches including six first-class AC vistadome coaches and one first-class sitting cum luggage room coach. Earlier this year, the Railways has put only one see-through vistadome coach, but in view of the huge response from the travellers coming to explore Himachal Pradesh, the entire tourist train has vistadome coaches to offer travellers a panoramic view of the hills and surrounding villages. All mountain railways in India will now have vistadome coaches, allowing passengers to enjoy the scenic beauty of hilly terrains, Railway Minister Piyush Goyal said.

Vistadome coaches have been designed to provide panoramic view to passengers, while enhancing their travelling comfort. These coaches have been provided with large windows on the sides and glass panels on the roof to provide better viewing experience.

Three broad-gauge coaches have been manufactured by the Modern Coach Factory in Raebareli and are running between Dadar and Madgoan in Araku Valley and in Kashmir Valley.

Four mountain railways have been provided with vistadome coaches.

In total 11 vistadome coaches are presently in service – four in Darjeeling Himalayan Railway, two in Kalka-Shimla Railway, one in Kangra Valley Railway and one in Matheran Hill Railway.

Two meter-gauge coaches have been modified to vistadome by Golden Rock Workshop, Tiruchirappalli for Nilgiri Mountain Railway.

The minister said that plans are afoot to manufacture or retrofit 18 more coaches to vistadome ones in the next three months for Kalka-

Shimla, Kangra Valley, Patalpani-Kalkund section (in Madhya Pradesh) and Mailani-Nanpara section (in UP). Another 69 more such coaches will be planned in 2019-20 to make it 100.

"This is another attempt by the Indian Railways to add to passenger experience while promoting tourism in the country," he said.

Him Darshan Express is the first train introduced by Indian Railways comprising all vistadome coaches to run on a regular basis and holds a capacity of over 100 passengers. The interiors of the coaches are tastefully decorated and offer the travellers an opportunity to be close to nature.

In regard to this, the Divisional Railway Manager, said that the initiative was taken keeping in mind the tourists. Each vistadome coach has 15 seats with five-window seats at both sides and the rest five will be aisle seats. Each coach has two air conditioners and is aesthetically designed with a glass roof, wider see-through windows. Not just this, but window roller blinds and honeycomb blinds for roof glass is also provided to avoid heavy light during the summer months. Adding to this, the interesting fact of the train is, the vistadome coaches are tastefully decorated with plush interiors and offer the travellers a chance to be close to nature.



What are the Amenities Provided in the Train?

According to sources, the seats in all the coaches are adjustable to enhance the overall travel experience of sightseeing from inside the train. The coaches are modernized and sufficiently equipped with things like modular type switches and sockets for LED lightings and charging, provision of lavatory and more.

The Fare and Train Departure Timings

The ticket price of Him Darshan Express is INR 630 per passenger (one way) irrespective of age. Tourists visiting Shimla can board the train from Kalka station at 7:00 am in the morning that will reach Shimla by 12:55 pm. In return, the train from Shimla departs at 3:50 pm and reaches Kalka by 9:15 pm. En-route the train stops at Barog station in both directions.

Max Permissible Speed: 25 km/hr		
TYPE: Hill Train Rake	Departs @ 07:00 Platform# --	Arrives @ 12:55 Platform# --
ZONE: NR/Northern	S M T W T F S KLK/Kalka	S M T W T F S SML/Shimla

1 halts. 17 intermediate Stations
between Kalka and Shimla

WARNING: TRAIN NOT RUNNING.

(Only Covid Special Trains are running during the Pandemic) Please check RLY TIME TABLE.



History of Kalka-Shimla Railway

Right after the first Anglo-Gurkha war, Shimla, (earlier called as Simla) was established by the British. And it was in the year 1864, Shimla became the summer capital of the British Empire. Not just this, but the hill station even served as the British army's headquarters. The only snag during that time was the connectivity to reach Shimla from Calcutta (now called Kolkata). The mode of transportation was horses and ox-drawn carts that traversed the mountain terrains and that was unsteady, dangerous and took a long-long amount of time.

So, it was in the year 1903 when Kalka-Shimla narrow gauge was started for easy and quick access to Shimla which was referred to as the 'British Jewel of the Orient' for easy and quick access to Shimla. The maiden toy train journey on the Kalka-Shimla route was undertaken by the then Viceroy of India, Lord Curzon and since then, the train has been operating regularly and has become an iconic symbol of Shimla and one of the attractions of Himachal tourism cherished by both locals as well as tourists.

Later on, 11th September, 2007, a UNESCO team visited the Kalka-Shimla railway for a week to inspect it for possible selection as a World Heritage Site. And then on 8th July, 2008, it became part of the Mountain Railways of India World Heritage Site along with the Nilgiri Mountain Railways and Darjeeling Himalayan.

Shimla has never failed to charm the tourists, especially during the winter season. To this, the Indian Railways on 18th December, 2019 has added cherry on top by introducing the 'Him Darshan Express' tourist special train on the UNESCO Heritage Kalka-Shimla route. The train comprises 7 coaches including six first-class AC vistadome coaches and one first-class sitting cum luggage room coach. Earlier this year, the Railways has put only one see-through vistadome coach, but in view of the huge response from the travellers coming to explore Himachal Pradesh, the entire tourist train has vistadome coaches to offer travellers a panoramic view of the hills and surrounding villages.

Everything You Need to Know about Him Darshan Express

Him Darshan Express is the first train introduced by Indian Railways comprising all vistadome coaches to run on a regular basis and



holds a capacity of over 100 passengers. The interiors of the coaches are tastefully decorated and offer the travellers an opportunity to be close to nature.

What are the Amenities Provided in the Train?

According to sources, the seats in all the coaches are adjustable to enhance the overall travel experience of sightseeing from inside the train. The coaches are modernized and sufficiently equipped with things like modular type switches and sockets for LED lightings and charging, provision of lavatory and more.

How to Make a Reservation?

You can book the tickets for Him Darshan Express via Passenger Reservation System (PRS). Besides, other online booking modes are also available.

History of Kalka-Shimla Railway

Right after the first Anglo-Gurkha war, Shimla, (earlier called as Simla) was established by the British. And it was in the year 1864, Shimla became the summer capital of the British Empire. Not just this, but the hill station even served as the British army's headquarters. The only snag during that time was the connectivity to reach Shimla from Calcutta (now called Kolkata). The mode of transportation was horses and ox-drawn carts that traversed the mountain terrains and that was unsteady, dangerous and took a long-long amount of time.



So, it was in the year 1903 when Kalka-Shimla narrow gauge was started for easy and quick access to Shimla which was referred to as the 'British Jewel of the Orient' for easy and quick access to Shimla. The maiden toy train journey on the Kalka-Shimla route was undertaken by the then Viceroy of India, Lord Curzon and since then, the train has been operating regularly and has become an iconic symbol of Shimla and one of the attractions of Himachal tourism cherished by both locals as well as tourists.

Later, on 11th September, 2007, a UNESCO team visited the Kalka-Shimla railway for a week to inspect it for possible selection as a World Heritage Site. And then on 8th July, 2008, it became part of the Mountain Railways of India World Heritage Sites along with the Nilgiri Mountain Railways and Darjeeling Himalayan.

About Kalka

Kalka is a town in the Panchkula district of Haryana, India. The name of this town is derived from the goddess Kali. The town is situated in the foothills of the Himalayas and is a gateway to the neighbouring state of Himachal Pradesh. Kalka railway station is the northern terminal of the Delhi-Kalka line of Northern Railway, Indian Rail (Station code KLK) is serving as terminal station for broad gauge line (towards Chandigarh) and narrow gauge line (towards Shimla). The Kalka Shimla Railway features on the UNESCO's World Heritage sites list as the Mountain Railways of India. The Kalka-Shimla Railway is a 2 ft 6 inches

narrow-gauge railway in North India travelling along mostly mountainous route from Kalka to Shimla. It is known for panoramic views of the hills and surrounding villages.

Other Trains and Their Timings

There are other trains available for those looking for travelling on the Kalka-Shimla Railway route. The train booking can either be done at a railway station counter or via PRS.



Seating capacity

The 'Him Darshan' train has a seating capacity of over 100 passengers and the bookings are full over the next few days in view of the peak tourist season and New Year being round the corner. This will be the first train of the Indian Railways having all vistadome coaches to run on a regular basis on the concept of individual seat charter services through passenger reservation system and other online modes.

Six trains normally run between Kalka and Shimla every day. 'Toy train' is the popular name for it.

With a view to promote tourism and provide a delightful experience to the passengers on the world heritage Kalka-Shimla section, the Ambala division of the Northern Railway has decided to run the special train. This will be the first train of the Indian Railways having all vistadome coaches to run on a regular basis on the concept of individual seat charter services through passenger reservation system and other online modes

Panoramic view

The train will run from the Kalka station at 7 a.m. in the morning and will reach Shimla at 12.55 p.m. In the return direction, the train will depart from Shimla at 3.50 p.m. and will reach Kalka at 9.15 p.m. It will stop at the Barog station enroute in both directions. The Train comprises seven coaches i.e. six First Class air-conditioned vistadome coaches and one First Class coach. Each vistadome coach will have the capacity of 15 people, while the First Class coach has the seating capacity of 14 passengers. Booking for the vistadome



Here are six facts you must know about the coaches that are likely to take your breath away

- **Plush interiors.** This is the first project of its kind in India.
- One of the stand-out features of the Vistadome coaches is the glass roof that boasts of electrically controlled opalescence. Hence, the roof can be made transparent for the passengers to get a panoramic view of their journey. In case passengers want a better view, they can head to the special observation lounges.
- All the seats in the vistadome coaches are rotatable and are pushback chairs. This is once again to enable the passengers to take full advantage of the spectacular panoramic views that the coaches have to offer.
- The coaches also boast of a plethora of other features such as automatic sliding compartment doors, multiple television screens providing infotainment to passengers, wide side door for Divyangs, GPS based info system, LED lights and more.
- The train, which was flagged off by the railways minister, is currently running on a trial basis. Only after ensuring that they are able to run in top condition, will an inauguration date be fixed. For now, they are being attached to the Kothavalasa-Kirandul passenger train every day at 7.15 am.
- The Integral Coach Factory in Chennai, Tamil Nadu built the coaches. There will be a total of four of such coaches in the whole of India for now.

Two will ply in Araku and two have been built for Kashmir. The first of these coaches has already been flagged off in Araku with the second one becoming functional by the end of this month.

coaches will be available through the passenger reservation system, but booking for the First Class coach of this special train will only be done through manual counters available at the Kalka and Shimla stations.

You can pay for the food separately as it is not included in the price of Him Darshan Express rail ticket. Thali meals, combos, beverages and different varieties of snacks are available. There are a number of ways to order food on your train journey. You can book a meal in the Indian Railways by calling at 1323, text to 139 or by visiting online IRCTC website and through pantry car. There are many hotels in Shimla near Shimla Railway Station where you can choose to stay.

In a Christmas gift for its passengers, Indian Railways today unveiled Him Darshan Express comprising all-new Vistadome coaches from Kalka railway station to Shimla. This special train will commute between the Kalka and Shimla station for the next one year till 24th December, 2021.

Commuters travelling in Him Darshan Express will enjoy the beautiful scenic view of the Himalayas as the train will have swanky Vistadome AC coaches with glass roof. Modified in carriage and wagon depot at Kalka, this is a first-of-its-kind train on the Kalka-Shimla route. The train will have seven coaches including one first-class sitting cum luggage room coach (FCZLR) and six first class AC Vistadome coaches. With the new modern design, the Vistadome coaches will feature top modified windows and air conditioning system, modern windows and LED bulbs. Along with the new window blinds, there will be cushioned wooden interiors for a comfortable journey.

Each Vistadome coach will have a seating capacity of 15 persons, including five window seats on both sides. The first-class coach can accommodate 14 passengers.

Him Darshan Express will be the first-ever train with Vistadome coaches by the Indian Railways that will run on a regular basis. The

train will follow the concept of individual seat charter services via Passenger Reservation System (PRS) and various other online modes.

While the Him Darshan Express will start its journey from Kalka station at 7 am, the train will reach Shimla at 12.55 pm. It will take 5 hours 25 minutes to complete one-way journey. While returning, the train will leave Shimla at 3.50 pm and reach Kalka at 9.15 pm. This is the shortest route between Shimla and Kalka, claimed Indian Railways.

Sightseeing from Him Darshan Express

The seats in the coaches are reversible to adjust the seat in the direction of the train. This gives a comfortable view for sightseeing from inside the train. As the train runs between Kalka and Shimla, the tourists can enjoy green meadows, valleys,

pristine villages and much more.

At Kalka, the train runs 640 m above sea level and it reaches 2,060 m above sea level when it reaches Shimla. The train also runs through pine forests, sceneries of Shivaliks and others. Thanks to the panoramic view, you can enjoy breathtaking sceneries throughout your journey. The train takes a little more than 5 hours to reach the destinations and thus you can have five hours of beautiful sightseeing experience.

If you ever find yourself travelling by the newly flagged-off vistadome coaches between Vishakhapatnam and Araku one of these days, you will be forgiven for thinking that you are suddenly in Europe. That's because the vistadome coaches, the first of their kind in India, have a host of features that won't be out of place in one of the top of the line trains you would find plying through the Swiss alps. ■

POEM

Character's Identity

The Character wants to dance,
The Character wants to sing,
It wants to stay happy,
rather being sad by remembering things.

The Character is lonely,
It wants to do something unique,
But it is not its fault,
It is too shy and meek.

The Character knows boxing,
but has no guts to step in the ring,
It is not so famous,
Nor is he flourished with bling.

The Character wants to be friendly,
that's is what he wants to pretend,
But it has to make some efforts,
to meet the two ends.

The Character is a diamond,
which scratches every other stone,
It needs to develop its personality,
Though he is unknown.

Discover your internal character,
give your soul a call,
Let it be the mantra for your success,
before it becomes the reason of your fall. ■

Kavyayini Singh



POEM

Twilight

Once, lone and wondering, tired
I was sitting on the sandy seashore
Like of Puri -
Just before the twilight
Being invited by melancholy; and
Silence, like a shameless mistress
Embraced me while her breast
On my back, pressed, and her
Dancing hairs playing on my sweaty face!

She raised her rosy pointer finger
Towards the drowning sun whose
Heart was burst and all the pearls
Of my sorrows danced on the
Waved blood of the sun before it
Sunk defeated in the black womb
Of the night!
And the lone and sole silence raised to
blessed me whispered! ■

Shri Apurba Kumar Chakravorty
(Retired SMM/APDJ/N.F.Railway)

From the Archive

The Railway Board Chairman has given India's 1,000,000, a slogan for the second Five Year Plan: "We will Deliver the Nation's Goods". The second Plan, he says, at once presents the Indian Railways with a challenge and an opportunity. To fulfil this onerous role of the Railways, a massive expansion programme has been drawn up.



"We will deliver the Nation's Goods"

by G. PANDE,
Chairman, Railway Board

THERE has been much discussion in the Press and elsewhere in recent months about the role which transport in general, and the Railways in particular, will be called upon to play during the second Plan Period. By now the broad outlines of the massive expansion which the Railways are planning during the next five years are well-known. It is also known that we are going in for development of our transport resources in this big way in order to keep pace with the large industrialisation programme which forms the main feature of India's second Plan.

It is not easy to get a correct appreciation of the Indian Railways as they appear today except against the background of conditions which have prevailed during the past two decades or so. The demands of the last war and the subsequent happenings had subjected the railway system in this country to a severe strain and had depleted its physical resources to such an extent that complete recovery has still not been possible.

During the past five years, the years of India's first Plan, the Indian Railways have been almost wholly preoccupied with the tasks of rehabilitation of their rolling stock and other assets. Not only have they had to provide for the sharply mounting requirements of current traffic, both freight and passenger, but they have had to make efforts to overtake the heavy backlog of maintenance and replacement requirements.

Considerable progress has already been made in the process of rehabilitation, but this is unlikely to be completed before the end of the second Five Year Plan, which went into operation a fortnight ago.

A brief reference to what has been accomplished during the first Plan period will not be out of place here.

Against the first Plan allotment of Rs. 400 crores to the Railways, the actual expenditure is likely to be of the order of Rs. 432 crores. Rolling stock alone has accounted for over Rs. 240 crores, covering the purchase of 1,589 locomotives, 4,837 coaching vehicles and 61,773 wagons — both for purposes of additions to the stock and replacement of old stock.

All the lines dismantled during the war and recommended for restoration by the Central Board of Transport except one, have been reopened to traffic. Five new lines which were in progress at the beginning of the Plan as well as seven more sanctioned during the Plan have been completed, and considerable progress has been made on a number of other new lines commenced during the Plan.

The Chittaranjan Locomotive Works, expected to produce 268 locomotives during the Plan period, have actually produced 337 locomotives, an improvement of 25 per cent over the target. The Integral Coach Factory at Perambur, where production was inaugurated by the Prime Minister in October 1955, is making good progress. The President laid the foundation stone of the Ganga Bridge on February 26, 1956 and the construction is well under way. Good progress has also been made in the provision of facilities at the Vishakhapatnam Port.

During the Plan period, the Railway workshops are likely to have turned out 3,415 passenger coaches, the Hindustan Aircraft Factory 706 coaches and manufacturers in the private sector 230 coaches. In addition, private manufacturers would have turned out nearly 41,200 goods wagons. The annual indigenous building capacity for wagons was raised to over 15,000 units by the last year of the Plan.

In spite of large additions to the rolling stock and the extreme care taken not to condemn any stock which could give reasonable service, the percentage

of overaged rolling stock on the line remains high. At the end of the Plan Period, 32 per cent broad gauge and 26 per cent metre gauge locomotives, 17 per cent broad gauge and 17 per cent metre gauge wagons, 24 per cent broad gauge and 26 per cent metre gauge coaches will be overage.

Despite these handicaps, the Railways have given a good account of themselves. They carried 96.7 million tons of goods traffic in 1951-52 and are estimated to have carried 115 million tons during the last year of the Plan. This marks an increase of 25 per cent over the year preceding the Plan — 1950-51.

The increase is partly due to additional stock and partly due to more intensive usage of existing stock. To mention only two outstanding figures of operating performance, the net ton miles per wagon day have reached the record figure of 571, while the wagon miles per wagon day have touched the figure of 46 on the broad gauge. Many of the traditional bottlenecks can no longer be regarded as such, as the position has greatly eased.

The financial position has also proved to be very sound. The income has increased from Rs. 294.14 crores (actuals) in 1951-52 to Rs. 314.10 crores (budget estimate) in 1955-56. The operating ratio rose during the first three years of the Plan, reaching 85.02 per cent in 1953-54, but in the following year, the fourth year of the Plan, it improved to 81.74 per cent.

It is with a feeling of satisfaction that the Railways look upon their achievement during the First Five Year Plan, and they now embark upon the second Plan with confidence which is fully justified by their past record.

It is by now generally well-known that the reduced Railway second Plan has been given an allocation of Rs. 1125 crores, of which Rs. 375 crores will have to be found by the Railways themselves from their own revenues during the Plan period. It has been agreed that, if the resources of the Railways exceed this figure, they will be allowed to enlarge their Plan accordingly.

Within the reduced allocation of Rs. 1125 crores, it will be possible to provide for an additional transport capacity tons of goods, including about 5 million tons carried over from the first Plan period.

While this increase is expected to meet fully the additional traffic load of 25 million tons on account of coal and other raw materials required for the expanding steel industry and its finished products, and a further 6 million tons of coal and 4 million tons of cement, it will leave a meagre margin for trade in other sectors of the national economy.

The small increase of three per cent per year in passenger train miles now planned, it is feared, will not help much to relieve overcrowding as long as passenger traffic continues to grow as anticipated.

A silver lining in this picture is the assurance given by the Planning Commission that the transport situation will be kept under constant review and that necessary adjustments will be made in the allotment to the Railways as the Plan progresses.

It is for reasons of finance that we have not been able to make adequate provision in another important direction. This is with regard to the construction of new lines. Only about 850 miles of new lines are

being planned for the present, and these are mostly required in connection with the steel and coal industry.

Among the lines which are for general increase in traffic may be mentioned the Muzaffarpur-Darbhanga, the Ramshahi-Binnaguri, the Baraset-Basirhat, and the Gunna-Ujjain lines. As more funds are made available to the Railways later, it will be possible to undertake more lines to open up the country.

How is the proposed allocation of Rs. 1125 crores to be spent

It is expected that about Rs. 380 crores will be spent on the procurement of rolling stock, about Rs. 66 crores on new lines, and Rs. 100 crores on the renewal and strengthening of track. Works intended to increase line capacity which include doubling, conversions to broad gauge, remodelling of important yards etc., have been allocated a sum of Rs. 166 crores. A sum of Rs. 65 crores has been provided to remodel workshops and set up new ones to take care of increased rolling stock.

On sections where steam traction can no longer haul the traffic satisfactorily, the Railways must modernise railway working, within the funds allotted. To this end, tracks will be electrified over a length of about 850 miles at an expenditure of Rs. 80 crores. It may be mentioned that upto now the route mileage of the electrified tracks on the Indian Railways is only 240 miles. On a number of sections, introduction of diesel engines is being actively considered.

Emphasis on providing amenities for rail users will continue unabated during the second Plan period. We have also provided Rs. 50 crores for housing for essential railway staff and for staff welfare measures. This is about two and a half times the sum spent during the first Plan period.

I have given in broad outline, what the shape of the Railway second Plan is going to be. While the cut applied to the original Railway Plan will seriously hamper the fulfilment of our ambition to lift all the traffic that is likely to offer itself during the next Plan period, it must nevertheless be realised that even under the reduced Plan, out of every rupee's worth of investment in the whole country in the public sector, the Railways alone will claim three annas.


This sets the measure of the effort that India's 1,000,000 railwaymen will be expected to put in, if the allocation made to the Railways is to be put to the most beneficial use.

The second Five Year Plan poses many difficult problems before the Railways, but it constitutes at the same time, both challenge and an opportunity.

It is an opportunity given to us, railwaymen of all categories, to show that, undeterred by physical shortages, we will, to the largest extent possible, bridge the gap between the demands and the resources through better human efficiency and management.

The Plan is also a challenge to each one of us to prove that Indian railwaymen are in no way behind railwaymen elsewhere in the quality of the work they put forth.

I have every confidence that railwaymen in India will take up this challenge in right earnest and work devotedly with the motto: "We Will Deliver the Nation's Goods".



EN50121-4
compliant



Critical communication made easy

Meet the increased demands on safety and operational efficiency within large public transport systems with the TetraFlex® TETRA radio infrastructure.

TetraFlex® is designed to provide reliable, fast and disruption-free TETRA data and voice communication for mission critical operations.

TetraFlex® features a fully distributed network architecture and is 100% IP based, giving full flexibility in site and capacity expansions - even during operation.

The easily accessible API enables seamless integration with other system environments such as dispatcher solutions.

TetraFlex® is available with both indoor base stations, as well as the IP65 protected and compact outdoor base stations, providing high flexibility in installation.

DAMM solutions and support are available in India through our Authorized Partner Consort Digital.



Trusted by industry leaders worldwide

TetraFlex® Solutions have been deployed for a wide range of projects within the transport and logistics sector, including:

- Western Railway
- Nagpur Metro
- St. Petersburg Citywide Network
- Fortescue Metal Group Railway
- Almaty Metro



WE MOVE INDIA



BOMBARDIER and MOVIA are trademarks of Bombardier Inc. or its subsidiaries.

MOVIA

As the world's leading metro supplier, Bombardier is shaping the future of mass transit travel. Our high-tech, high capacity metros ensure a high degree of reliability, safety and maintainability while providing low life cycle costs. The modern mass transit vehicles are designed for rapid, efficient and cost-effective performance with a capacity of up to 80,000 people per direction per hour. In New Delhi, Bombardier *MOVIA* metro vehicles reduce the daily travel time of around 4 million passengers, alleviating the heavy traffic congestion and pollution caused by more than one million cars that commute in the city every day.

www.bombardier.com

BOMBARDIER
the evolution of mobility

Safety | Efficiency | Reliability



ISO 9001 | ISO 14001 | ISO 45001

SERVING INDIAN RAILWAYS & METROS FOR MORE THAN THREE DECADES...

Traction Power Electronics

Traction Switchgear and Panels

Data Acquisition & Control Device

Audio and Display Systems



Autometers Alliance Ltd
www.autometers.com