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NOVEMBER 2020

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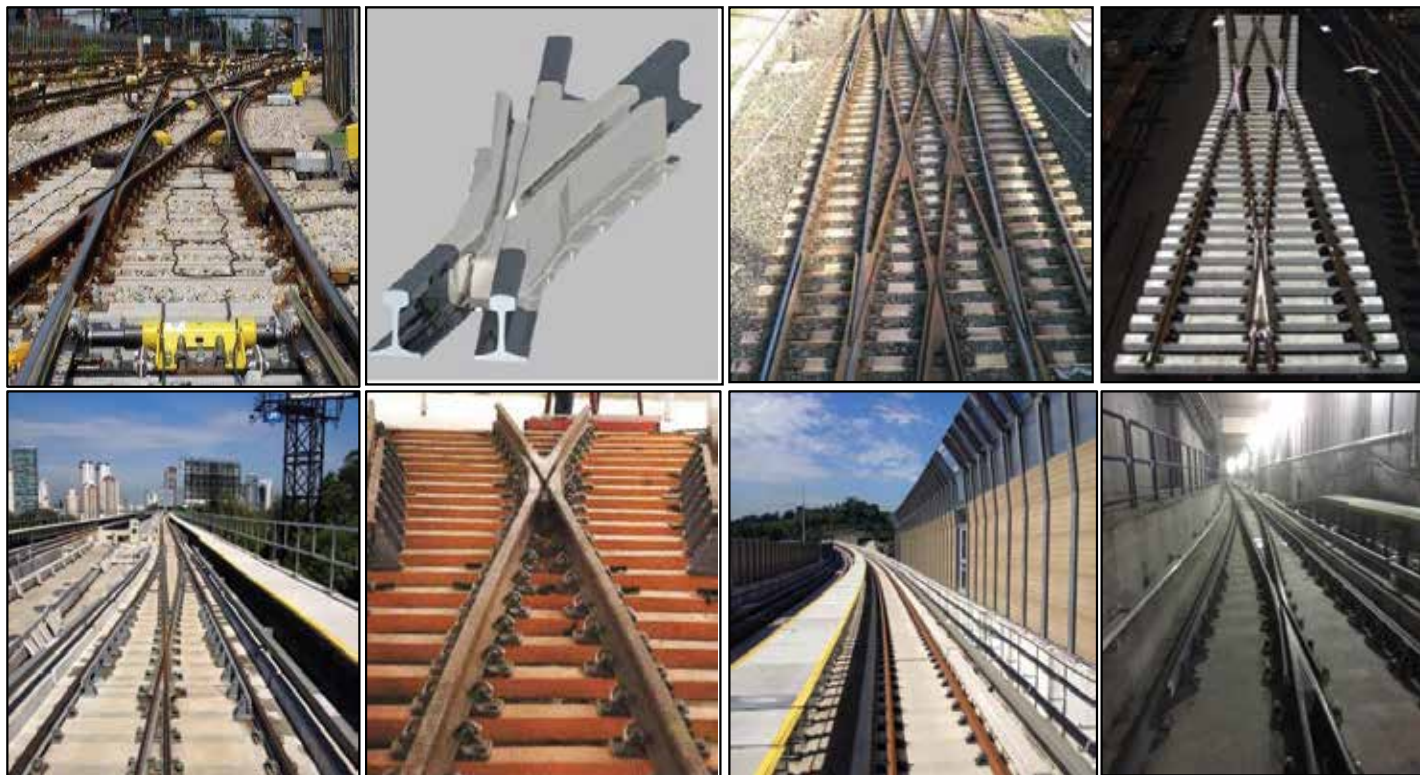
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Morning vista of the main entrance to
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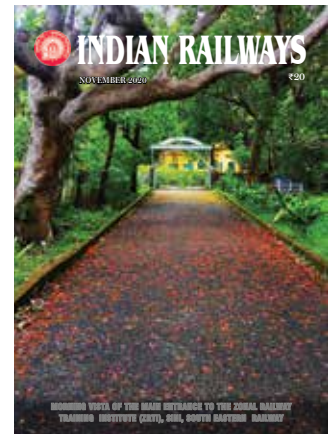
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Editorial

Festivities are in the air. The annual festive season is here again. Indeed the 3 months period of October-December embodies so many festivals and holidays that it is not only the favourite time for the children but is also a great manifestation of Indian cultural melting pot. Indeed these three months see almost all the major communities of India - Hindus, Muslims Sikhs and Christians - in jolly festive mood. The unlocking decision of the Government has only paved the way for people to absorb more fun associated with festivals. Anticipating heavy footfalls in Station premises during the festive season, Railway Board have already interacted with officers of the field formation at Zonal and Divisional levels through a video conference on 16th October. This magazine also would like to sound a note of caution to its esteemed readers. Festivals are meant for reciprocation, social give and take, tokenism of mutual love, respect and affection. Maintaining social distance all the time may prove to be a challenge. While celebrating these festivals, caution should not be thrown to the winds. The demon is still very much here and in fact just lurking round the corner for an opportunity to make a huge come-back. It is in this backdrop, that a massive Jan Andolan campaign has been kicked off by the Government of India on 08 October, 2020 in which more than 5 lakh railway employees took pledge to fight Corona and not to show any lapse until medicine/ vaccine is invented (No carelessness until there is a cure).

It is indeed a matter of immense pride for every railway employee that even during these trying times of Pandemic and lockdown conditions, Indian Railways have not only ensured continuous supply of essential commodities to people but in fact have performed even better as compared to the loading performance during the same period of the last financial year.

Apart from regular features like Zonal Railway news, picture gallery and infographics on various current topics pertaining to Indian Railways, this issue also contains an analytical study of Indian Railways' performance by Dr. Sopan Kashinath, a Tourist guide of Diu by Shri Anil Saxena and a research based write up of Shri Pallab Mukhopadhyaya on Totem Poles.

The magazine wishes all its readers a very happy, well-lit, pollution-free Diwali. Stay safe, stay healthy and enjoy. Happy Diwali!! ■

Minister of Railways and Commerce & Industry Inaugurates **Phoolbagan Metro Station**

Shri Piyush Goyal, Minister of Railways and Commerce & Industry inaugurated the first underground Phoolbagan Metro station of East-West Metro on 4th October, 2020. Shri Goyal also flagged off the first train from the newly inaugurated Phoolbagan station through video link. In his address, congratulating all for taking extra initiative to complete the work of Phoolbagan station in the midst of COVID-19 pandemic, Shri Goyal said that this extension of services from Salt Lake Stadium to Phoolbagan (a stretch of 1.665 kms) will be a great help for the commuters because of its proximity to Sealdah station. Terming this as a Durga Puja gift, he also said that Metro provides the safest, cleanest and fastest transportation system in Kolkata.



Commercial services of East-West Metro was extended to Phoolbagan from Salt Lake Sector V from 05th October, 2020.

It is to be noted that after 25 years Kolkata has got a new underground Metro station. ■

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



Shri Nitin Gadkari, Minister of Road Transport and Highways, Micro, Small, and Medium Enterprises, Government of India flagged off the inaugural run of Orange Kisan Rail from Nagpur to Adarsh Nagar Delhi today (Through Video link). Dr. Nitin Raut, Minister of Energy, Maharashtra and Guardian Minister, Nagpur, Members of Parliament Dr. Vikas Mahatme, Shri Ramdas Tadas and Shri Krupal Tumane along with Shri Sandip Joshi, Mayor Nagpur and Shri Vikas Thakre, Member of Legislative Assembly graced the function through video link. Shri Sanjeev Mittal, General Manager, Central

Railway welcomed the dignitaries and presented the welcome address. Shri Nitin Gadkari, while speaking on the occasion said that with the introduction of Orange Kisan Rail the transportation cost will be reduced drastically which will be beneficial to farmers. He further appreciated the efforts taken by Railways at the initiative of Minister of Railways Shri Piyush Goyal.

Members of Parliament Dr. Vikas Mahatme, Shri Ramdas Tadas and Shri Krupal Tumane have also spoken on the occasion. A small film on Kisan Rail was also shown on this occasion. ■

Celebration of 30th Foundation Day of **Konkan Railway**

Konkan Railway completed a glorious journey of 30 years and to mark the occasion of 30th Foundation Day, celebration was organised on virtual platform duly adhering the social distance norms in view of the COVID-19 pandemic. Shri Vinod Kumar Yadav, Chairman & CEO, Railway Board was the Chief Guest on the occasion and addressed the virtual gathering during the ceremony.

Under the able leadership & guidance of Minister of Railways Shri Piyush Goyal, Konkan railway has taken various initiatives to improve Railway services and amenities for the benefit of the passengers. Konkan Railway in its continued efforts and dedicated approach to the community has taken various steps by providing better facilities/amenities to the passengers.

Following the footsteps of Prime Ministers' call for 'Jan Andolan' for Covid-19, Konkan Railway has joined the Indian Railways campaign against Covid-19. Various initiatives have been taken for raising awareness about the precautionary measures to be adopted to fight against Covid-19. Sanitization facilities have been made available at stations and workplaces.

Freight operations on the Konkan Railway was continued during the period of Covid-19 pandemic to ensure the movement of essential goods. In the last one year, loading of two new cargo i.e. Pet Coke loading at MRPL siding Mangalore and Imported Fertilizer at Ratnagiri station, has been started on the Konkan Railway.

Work is being carried on all fronts in the USBRL project of Jammu and Kashmir. Konkan Railway has



successfully completed its first export order by delivering two DEMU rakes to Nepal Railway in last month.

Konkan Railway is effectively utilizing the corona lockdown by providing more traffic blocks to speedy progress of electrification work on Konkan Railway routes which is now in its final stages and it is expected to be completed by the end of this financial year.

The entire Konkan Railway team is fully conscious to the struggle of Corona and all preventive measures are being taken to ensure a safe working and travel environment. The progress and growth of the organization can not be achieved without the contribution of its employees. Awards & Commendation Certificates were announced for Officials and Staff of Konkan Railway for their meritorious works during the virtual ceremony. Konkan Railway constantly strives to provide safe and comfortable journey to passengers traveling on our routes and joins hands with the Nation's fight against Covid-19. ■

P O E M

Lockdown

Life was moving.
A crown it seemed came from nowhere.
Not visible but deemed to be like a Crown
But more a thorn
To all the inhabitants of the world.
Scary - at first, Worry - came next
Anxiety - a constant friend
Was the result the crown brought forth.
All the busyness of the world
Suddenly seemed to stop
Lockdown - the immediate remedy.
Streets became silent - with no person, no vehicle.
A dramatic and ghastly feeling filled the atmosphere
Religious places closed, no chanting from temples,
No call to prayer from mosques,
No bells chiming from the churches.
Schools closed, offices closed, markets closed,
No chattering of children, no shouting in happy tones,
No bustling streets filled with the honk.
Of vehicles in competition.
A tiny virus
Has now put the world on hold.
A standstill no one ever visualised,
No one ever foresaw even in their dreams.
This ghostly and eerie silence
That engulfed the world.
For how long no one knows.
Nature on the contrary

Started to regain
Got rejuvenated
Pollution became less, Streams became clear,
Birds began to chirp, and one could hear the twittering,
Animals began to feel safe and felt at home in their haven.
At home,
Families began to knit
For there was enough time
To smile, to talk, to love
To eat together and be together
Leaving beside the mechanical life
Each one was leading.
Suddenly all old memories surfaced
Mobiles were fully engaged
Relationships became prima facie
Broken chains rejoined
Love for all extended families
And friends
Was once more rekindled
And filled the air
A time to sit and ruminate,
A time to spend with family,
A time to self examine,
And once more rise like a Phoenix
To be at peace
To live peacefully
To live happily
Realizing the meaning in the verse -
Godliness with contentment is great gain. ■

Regina



In a Massive Incentive to the Farmers, Kisan Rail Freight Transportation of Notified Fruits and Vegetables Subsidized by 50%

As a further support and incentive for the farmers using the services of Kisan Rail, Ministry of Railways and Ministry of Food Processing Industries have decided that the 50% subsidy on transportation of notified fruits and vegetables (under 'Operation Greens - TOP to Total' scheme of MoFPI) shall be granted directly to Kisan Rail - for which MoFPI will provide necessary funds to Ministry of Railways. This subsidy has become applicable to Kisan Rail trains with effect from 14th October, 2020.

Eligible Items under Subsidy

• Fruits

Mango, Banana, Guava, Kiwi, Litchi, Papaya, Mousambi, Orange, Kinnow, Lime, Lemon, Pineapple, Pomegranate, Jackfruit, Apple, Almond, Aonla, Passion fruit and Pear;

• Vegetables

French beans, Bitter Gourd, Brinjal, Capsicum, Carrot, Cauliflower, Chillies (Green), Okra, Cucumber, Peas, Garlic, Onion, Potato and Tomato. Any other fruit/vegetable can be added in future on the basis of recommendation by Ministry of Agriculture or State Government.

Kisan Rail ensures agro products reach from one corner to another corner of the country in a quick time by faster transportation benefitting both the farmers and the consumers. The Kisan Rail catering to the requirements of small farmers and small traders is proving to be not only a game changer but also a life changer as it fulfils the endeavour of increasing the income of farmers.

Kisan Rail is surely changing the lives of farmers with the assurance of better price with faster & cheaper transportation, providing seamless supply chain, preventing the destruction of perishable farm produce thereby opening up the scope to increase the income of farmers.

Status of Kisan Rail

- The first Kisan Rail, ex Devlali (Nashik, Maharashtra) to Danapur (Patna, Bihar), was inaugurated on 07th August, 2020 - as a weekly train. Subsequently on

- ➔ Fruits like Mango, Banana, Guava, Kiwi, Litchi, Papaya, Mousambi, Orange, Kinnow, Lime, Lemon, Pineapple, Pomegranate, Jackfruit, Apple, Almond, Aonla, Passion fruit and Pear and Vegetables like - French beans, Bitter Gourd, Brinjal, Capsicum, Carrot, Cauliflower, Chillies (Green), Okra, Cucumber, Peas, Garlic, Onion, Potato and Tomato to get the benefit with immediate effect
- ➔ Under 'Operation Greens - TOP to Total' scheme of MoFPI, Ministry of Railways and Ministry of Food Processing Industries have decided to extend 50% subsidy on transportation of notified fruits and vegetables
- ➔ This subsidy has become applicable of Kisan Rail trains with effect from 14th October, 2020

popular demand the train has been extended to Muzaffarpur (Bihar), and has also been made bi-weekly. In addition, link coaches - from Sangla and Pune - have also been introduced which joins this Kisan Rail at Manmad.

- **Second Kisan Rail** - from Anantapur (Andhra Pradesh) to Adarsh Nagar Delhi - was inaugurated on 09th September, 2020, as a weekly train.
- **Third Kisan Rail** - from Bengaluru (Karnataka) to Hazrat Nizamuddin (Delhi) - was inaugurated on 09th September, 2020, as a weekly train.
- **Fourth Kisan Rail** - from Nagpur & Warud Orange City (Maharashtra) to Adarsh Nagar Delhi - was inaugurated on 14th October, 2020.

It is worth mentioning that Indian Railways is continuously making efforts to move the agro products through freight trains. Even during the lockdown, the freight trains of Indian Railways were moving to ensure continuous supply of essential commodities so that no part in the country should face any hardship. There has been significant improvement in loading of crops like wheat, pulses, fruits, vegetables with more rakes. ■

Writers and Contributors

Writers are invited to contribute original general articles on subjects like

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

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

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

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



Second Reservation Charts to be Issued **30 minutes before the Scheduled Train Departure Time**, as was done before the Lockdown

Indian Railways has decided to restore earlier system of preparation of second reservation charts w.e.f. 10th October, 2020.

As per established pre COVID period instructions, the first reservation chart was prepared at least 4 hours before scheduled departure of train. Thereafter, the available accommodation could be booked across PRS counters as well as through internet on first-come-first-serve basis till preparation of second reservation charts.

Second reservation charts were prepared between 30 minutes to 5 minutes before scheduled/rescheduled time of departure of trains. Cancellation of already booked tickets was also permitted during this period as per provisions of Refund Rules.

Due to pandemic, instructions were issued to shift the time of preparation of second reservation chart to 2 hours

➔ Ticket booking facility, both online and on PRS ticket counters, shall be available, before preparation of second chart

before scheduled/ rescheduled time of departure of trains.

As per request of Zonal Railways for ensuring convenience of rail passengers, the matter has been examined and it has been decided that the second reservation chart shall be prepared at least 30 minutes before scheduled/ rescheduled time of departure of train.

Accordingly, ticket booking facility, both online and on PRS ticket counters, shall be available, before preparation of second chart. CRIS has been issued necessary modifications in the software accordingly so as to restore this provision w.e.f. 10th October, 2020. ■

Freight Figures Continue to Impress and Move on Much Higher Trajectory Compared to Last Year in Terms of Earnings and Loading in the First Week of October for Railways

Freight figures continue to impress and move on much higher trajectory compared to the last year in terms of earnings and loading in the first week of October.

On mission mode, Indian Railways' Freight loading for the month of October 2020 till 08th October, 2020 crossed the last year's loading and earnings for the same period.

In the month of October 2020, till 08th October, Indian Railways loading was 26.14 million tonnes which is 18% higher compared to the last year's loading for the same period (22.1 million tonnes). In this period Indian Railways earned ₹ 2477.07 Crores from freight loading which is also ₹ 250.71 Cr. higher compared to the last year's earnings for the same period (₹ 2226.36 crores).



- ➔ Loading crosses last year's loading for the same period by 18% while earning from freight is also ₹ 250.71 crores higher compared to last year's earnings for the same period
- ➔ In the month of October 2020 till 8th October, 2020 Indian Railways loading was 26.14 million tonnes which is 18% higher compared to last year's loading (22.1 million tonnes) for the same period
- ➔ Sector specific meetings being held to further push the loading and further improve coordination among all stake holders at all levels
- ➔ Meetings held with industry leaders of Cement, coal power, steel, iron ore, automobiles during the last one week
- ➔ A number of concessions/ discounts are also being given in Indian Railways to make Railways Freight movement very attractive

In the month of October till 08th October, 2020 Indian Railways loading was 26.14 million tonnes which includes 11.47 million tonnes of coal, 3.44 million tonnes of iron ore, 1.28 million tonnes of foodgrains, 1.5 million tonnes of fertilizers and 1.56 million tonnes of cement (excluding clinker).

It is worth mentioning that a number of concessions/ discounts are also being given by Indian Railways to make Railways Freight movement very attractive.

It may be noted that improvements in freight movements will be institutionalized and incorporated in the upcoming zero based time table. Covid 19 has been used by Indian Railways as an opportunity to improve allround efficiencies and performances. ■



Ministry of Railways Issues 'Policy on Development of Goods Sheds' at Small/Road-side Stations through Private Investment

The Policy aims at augmenting terminal capacity through private participation by allowing setting up of new goods-shed facilities and developing existing goods-sheds

Aiming at augmenting terminal capacity through private participation by allowing setting up of new goods-shed facilities and developing existing goods-sheds (which Railways are unable to do due to lack of resources) at a larger number of stations, Ministry of Railways have issued a Policy on Development of Goods-sheds at small/road-side stations through Private Investment.

Salient features of the Policy are as under

- Private parties permitted to develop goods wharf, loading/unloading facilities, facilities for labour (resting space with shade, drinking water, bathing facilities, etc) approach road, covered shed and other related infrastructure. The facilities are to be created/developed by the private party through its own investment.
- All developments for the proposed facility will be as per approved Railway designs, and constructed to approved Railway standards and specifications.
- Railways shall not levy any departmental or any other charges for the construction.
- The facilities created by the private party shall be used as common user facility, and no preference or priority will be granted to the traffic of the party over the traffic of other customers.
- Responsibility for maintenance of assets and facilities created shall be vested with the party during the agreement period.
- Incentives under the scheme: Share in the Terminal Charges (TC) and Terminal Access Charges (TAC), as the case may be, for all the inward and outward traffic dealt at the goods-shed for five (05) years, from the date of completion of the work.
- The party seeking the least share (TC/TAC) shall be selected through competitive bidding, to be done At Divisional Level.
- Additional revenue for party through utilization of available space for establishing small canteen/tea-shop, advertisements, etc. ■

Railway Takes Many Steps to Help Apprentices as per Apprentice Act in 2016, Railways Reserve 20% Vacancies (i.e. 20,734 vacancies) for Apprentices in 1,03,769 Notified Vacancies for Level-1 Recruitment Currently under Process

As per Apprentice Act in 2016, Indian Railways has reserved 20% vacancies (i.e. 20,734 vacancies) for apprentices in 1,03,769 notified vacancies for level-1 recruitment currently under process. Recently there have been news reports that the trained apprentices at Railway establishments are demanding regular appointment.

Apprentices are demanding this by asking for restoration of the earlier powers given to GMs which was discontinued in Mar 2017. It may be noted that regular appointment without any open competition as being demanded by the some will be against the Constitutional provisions and GOI rules about regular recruitment. All eligible citizens of country are entitled to compete and apply for the regular jobs. Direct recruitment without any open competition is against the rules. Further, as per the amendment made in Apprentice Act in 2016, every employer has to make a policy of appointment of Act Apprentices trained in their establishment. Keeping this in view, Railways has kept 20% vacancies in Level 1 recruitment for such apprentices and give fair opportunity to all. Position of engagement of Act Apprentices as per extant rule, Railways engages apprentices for providing training in their establishments. As per Section 22 (i) of Act Apprentices Act, 1961 amended on 22nd Dec, 2014 provides that, 'Every employer shall formulate its own policy for recruiting any apprentice

who has completed the period of apprenticeship training in his establishment'. In compliance with the above, instructions have been issued vide Railway Board's letter No.E(NG)II/2016/RR-1/8 dated 21.06.2016, providing that 20% of the vacancies in case of direct recruitment to posts/categories in Level-1 shall be filled by giving preference to Course Completed Act Apprentices (CCAAs) trained in Railway establishments. During 2018, RRBs have recruited 1288 apprentices in Level-1 posts. Further, 20% vacancies (i.e. 20,734 vacancies) have been kept reserved for apprentices in 1,03,769 notified vacancies for level-1 recruitment currently under process.

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



Indian Railways Begin **Sector Specific Discussions** to Attract More Freight Business

- ➔ Minister of Railways Shri Piyush Goyal holds discussions with top leadership of Coal and Power Sector
- ➔ Railways aim to gather maximum market share in new areas and consolidate its position in its existing sectors like coal
- ➔ Secretary Power, Secretary Coal, Chairman & CEO Railway Board, Heads of CIL, NTPC, Singareni, MCLSECL, CCL, NCL, WCL, ECL, BCCL, NEC, SCCL participated in the meeting to review the freight operations company-wise
- ➔ Minister calls for coordinated operations among Railways, Coal and Power entities

Minister of Railways and Commerce & Industry, Shri Piyush Goyal held a meeting with top leadership of Coal and Power Sector to ensure consolidation of coal business of Railways and suggest ways and means to further improve the joint operational productivity of Railways, Coal and power sector, concerning Coal Freight on 5th October, 2020.

It may be noted that Coal accounts for almost 50% of freight business of Railways. Last year the total loading was 587 Million Tonnes, out of total freight of 1210 MTs.

Speaking on the occasion, Shri Piyush Goyal said that Railways was making relentless efforts in the field of boosting freight loading and there was no scope of any slippages on any front. The Minister called for coordinated operations among Railways, Coal and Power entities to ensure maximum mutual growth of all the three sectors namely Railways, Power and Coal.

It may be noted that in a remarkable turnaround, in September 2020, Indian Railways earned ₹ 9896.86 crores from freight loading which is also ₹ 1180.57 crores higher compared to the last year's earnings for the same period (₹ 8716.29 crores). The increase in freight revenue is 13.54%. There is a great potential to further enhance loading of coal. An increase in coal loading will have a significant positive impact on railways freight revenues.

Railways are now going all out to overtake last year's figures on a cumulative basis as well, in spite of covid related challenges and long lockdowns.

Freight loading in September 2020 is 15.3 % more than the last year for the same period.

Slew of efforts like more than 25 policy initiatives formation of Business Development Units at zonal levels, running both specialised parcel & kisan trains and better allround monitoring are ensuring the growth.

Number of concessions/discounts are also being given by Indian Railways to make Railways Freight movement very attractive. Coal accounts for almost 50% of its freight. ■

Indian Railways Joins the Public Movement (Jan Andolan) **against Covid-19** in a Big Way



- ➔ Shri Piyush Goyal, Minister of Railways and Commerce & Industry, administers COVID pledge to Railway Officers and Staff through Video Conferencing
- ➔ Chairman, Railway Board instructs officers and staff to inform and educate common people about COVID 19 protocols
- ➔ On the first day of Jan Andolan, 5,41,087 Railway employees takes pledge across Zones, Divisions and PSUs

Indian Railways has joined the public movement (Jan Andolan) in a big way against COVID 19 inaugurated by Prime Minister, Shri Narendra Modi. After the inauguration of this public movement, Minister of Railways and Commerce & Industry, Shri Piyush Goyal administered COVID pledge to Railway Officers and Staff connected through Video Conferencing. General Managers of Zonal Railways, Divisional Railway Managers, CMDs of PSUs and senior railway officers were connected in this event.

Chairman, Railway Board, Shri Vinod Kumar Yadav has instructed all the officers and staff to come forward and participate aggressively in this nationwide public movement. He directed the Zonal and Divisional officers to engage with common people near their establishments/stations with an objective to encourage awareness regarding COVID protocol. He also stressed that all railway employees should be informed and educated about 'Do's and Don't's' to defeat this pandemic. It is also conveyed to GMs/ DRMs/CMDs of PSUs to display banners/posters at Rly. stations, Rly. premises, trains and other Rly. establishments. Dissemination of information related to COVID should be done through social media channels, also. On the first day of the Public Campaign (Jan Andolan), 5,41,087 Railway employees took pledge across Zones, Divisions and PSUs. Banners/Posters have been surmounted on 2452 Railway stations across Indian Railways, 273 trains and 847 office buildings of Railways across the country. An audio jingle to raise awareness against COVID 19 was played through Public Announcement system in 2060 Rly. stations, 95 trains and 138 Railway establishments. ■



Railways Aims to Achieve a Modal Share of Automobile Loading to 20% by the End of 2021-22, and a Modal Share of 30% by 2023-24

Minister of Railways, Commerce & Industry, Consumer Affairs and Food & Public Distribution, Shri Piyush Goyal met with the Automobile Industry leaders to give boost to Automobile loading through Railways.

Representatives of SIAM (Society of Indian Automobile Manufacturers), Tata Motors, Hyundai Motors, Ford Motors, Mahindra & Mahindra, Honda India, and Maruti Suzuki Ltd, The Automobile Freight Train Operators (AFTOs), Automotive Tyre Manufacturers' Association (ATMA), who were all part of the meeting, lauded the initiative and committed to work in partnership with Indian Railways to facilitate transportation of automobiles through Railways.

Indian Railways is attaining new heights in transportation of automobiles. The total loading of automobiles through Railway was only 429 rakes in 2013-14, which has increased to 1,595 rakes in 2019-20. And in the first six months of the current year (Apr to Sep), Indian Railway has loaded 836 rakes of automobiles against 731 rakes in the previous year (despite almost negligible loading in the first two months).

Railways are aiming to achieve a modal share of 20% by the end of 2021-22, and a modal share of 30% by 2023-24. The participants in the interaction were informed about the steps taken by Railways to promote loading of automobiles, which has led to this quantum jump – and were asked to bring more loading to Railway.

Steps taken to facilitate Automobile loading:

- Haulage Charges for BCACBM rakes have not been revised since May 2013
- Freight for NMGs has not been revised since May 2018
- Increase in the number of NMG rakes – from 30 (on 1st April) to 42
- Two-destination loading permitted in NMG rakes
- Export of Automobiles permitted:
 - » Traffic to Bangladesh started in NMG rakes
 - » Traffic to Nepal started, via Nautanva terminal (NE Railway)
- 7 new terminals opened for Automobile loading : Chitpur (ER); Penukonda (SWR); Nasrula (NR);

- ➔ Minister of Railways, Commerce & Industry, Consumer Affairs and Food & Public Distribution Shri Piyush Goyal's meet with the Automobile Industry leaders gives boost to Automobile loading through Railways
- ➔ Indian Railway assures Society of Indian Automobile Manufacturers (SIAM) and Automotive Tyre Manufacturers' Association (ATMA), to resolve all their concerns on top priority
- ➔ Automobile traffic is now totally exempt from payment of Terminal Charges
- ➔ 7 new terminals opened for Automobile traffic during 2020
- ➔ Representatives of SIAM (Society of Indian Automobile Manufacturers), Tata Motors, Hyundai Motors, Ford Motors, Mahindra & Mahindra, Honda India, and Maruti Suzuki Ltd
- ➔ The Automobile Freight Train Operators (AFTOs) & Automotive Tyre Manufacturers' Association (ATMA) laud the initiative
- ➔ Indian Railway loads 836 rakes of automobiles in just 6 months against 731 rakes in the full previous year (despite almost negligible loading)

Nautanva (NER) – for traffic to Nepal; Salchapara, Furkating, & New Tinsukia (all NFR)

- Now approx. 52 Railway terminals available
- All Private Sidings, PFTs, and ICDs can handle Automobile traffic

Representatives of the industry were all praise for the Railways for the help and support being extended to them – and confirmed that efforts will be on to bring more and more loading towards Railway.

Participants were informed that more terminals being opened up for Automobile traffic (as per demands of the industry) like Charodi (WR), Bakshi Ka Talab (NER), Mesra (ECR). Also, export to Bangladesh in BCACBM rakes being planned in coordination with Bangladesh

Railway. New taller design of auto-carrier wagons (using the envelope of Double Stack Dwarf Containers) being developed by RDSO in consultation with the industry.

Participants were assured that all possible help will be extended to them, and all their concerns and issues will be addressed on priority. ■



Indian Railways loads two-wheelers from Kadakola in Karnataka to Changsari in Assam. Total distance is close to 3,000 kms.

Railway Board Reviews Security, Crowd Management, Enforcement of COVID Protocol, Action Against Human Trafficking and other Arrangements in Covid Times as Footfalls Increase at Railway Stations and Festival Season Begins

Railway stations and trains will witness manifold increase in footfall during the upcoming festive season. To face the challenges posed by increased footfall effectively, especially during the pandemic wherein COVID protocol also needs to be rigorously enforced, Chairman-cum-CEO/Railway Board, Member (Operations and Business Development) and DG/RPF interacted with officers of the field formation at zonal and divisional levels through a video conference on 16th October, 2020.

Field formations were asked to launch intensive awareness campaign among the travelling passengers about the guidelines issued by Railway administration to prevent the spread of corona virus in railway stations and trains. They were also asked to strictly enforce the COVID protocol.

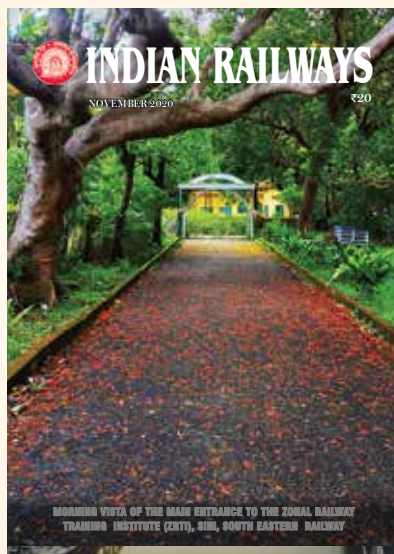
Since the footfall in stations and trains is slated to increase during the festival season, a need was felt to launch a focused initiative across all zones for the safety

and security of women passengers. To provide better safety and security to lady passengers travelling by trains, a new initiative 'Meri Saheli' was launched. This initiative is aimed to instil a sense of security among the lady passengers and respond effectively to any security related issue faced or seen by lady passengers.

It was felt that offenders involved in human trafficking may try to indulge in trafficking of women and children taking advantage of the festive season rush as they are most vulnerable to this crime. Action plan to curb the menace of human trafficking during the upcoming festive season was discussed. It was decided that a sustained and concerted drive will be launched to identify and apprehend the traffickers.

Field formations have been directed to continue their drive against touts cornering reserved railway tickets and selling it to needy passengers at a premium. ■

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
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ANNUAL SUBSCRIPTION

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

INFOGRAPHICS



Indian Railways has truly become the People's Railway. Railways has also boosted exports by enhancing parcel business to Bangladesh, benefitting Indian industry & farmers



In the first four days of October, Indian Railways has registered a 15 % jump in freight loading, as compared to the same period last year



National Startups Awards 2020 Government of India's Entrepreneurial Culture Making India Aatmanirbhar: Rewarding exceptional startups and encouraging Youth to be purposeful. Creating a platform for sustainable and scalable businesses - Boosting economic growth, jobs and wealth creation by encouraging Startups.





To Provide safer, faster, economical and reliable mass transportation, Government of India fast tracks Kolkata East West Metro Corridor

PICTURE GALLERY



- 1 An 80-feet giant wall mural of Mahatma Gandhi has been unveiled at Chennai Suburban Terminal (MMC) on Gandhi Jayanthi Diwas - This illustrative mural is a befitting tribute to 'Father of the Nation' and showcases Gandhiji's historic journey in Indian Railways
- 2 Shri Piyush Goyal, Minister of Railways held a meeting on 5th October, 2020 to review the various initiatives being taken by the Railways to increase the movement of coal traffic. Also, discussed ways to facilitate more efficient movement of coal to ensure 24x7 affordable and accessible power for all.
- 3 Ms Neetu David, Ex International Women Cricket Player of Indian Women Cricket Team has been appointed as Chairperson for selection of Indian Women Cricket by BCCI. Ms Neetu is presently serving Indian Railways as Chief OS at Kanpur station of NC Railway.



1 *Scaling New heights in manufacture of wheelsets: Rail Wheel Factory passed 409 Nos. of Wheelsets on 26th September, 2020, surpassing its own record of passing 407 sets on a single day, which was on 20th March, 2020.*

2 *Boost to Freight loading: Rail Wheel Factory loaded 1665 wheelsets in 2nd BOST rake (45 wagons) which was transported from Bengaluru to Kolkata. Generating Freight equated to 2445MT & revenue ₹ 0.78 Cr.appx. RWF dispatched 6354 wheelsets during Sept 2020, highest in last 3 years.*

3 *Scaling New heights in manufacture of wheelsets: Rail Wheel Factory passed 409 Nos. of Wheelsets on 26th September, 2020, surpassing its own record of passing 407 sets on a single day, which was on 20th March, 2020.*



Changing Crisis into Opportunity: New FOB commissioned at Bandra station enhancing convenience & safety of commuters. The six mtrs wide & 80 mtrs long FOB connects east to west & all PFs. Six FOBs are opened since lockdown on Mumbai Suburban, further strengthening the infra.



Out Patient Department (OPD) of Jagjivan Ram Hospital of Western Railway has been remodelled as per latest NABH norms & contemporary aesthetics to facilitate non-Covid segment of patients soon. It is now well equipped with modern facilities.



Catch a glimpse of the stations of East West section over Kolkata Metro offering world class passenger amenities with elegant interiors.



PICTURE GALLERY



Explore the beauty of Incredible India with Railways! Running through snow-capped mountains & green valleys, along river beds & deep forests, Railways traverses through each corner of our diverse nation. Enjoy the scenic routes & landscapes with Indian Railways.



Southern Railway adds 'Pasumai', an eco friendly battery operated dual mode shunting loco to its fleet! Electric Loco Shed, Arakkonam has converted 23061/WAG5HA Electric Locomotive. It can run in both wired/unwired sections.



❶ South Western Railway opened the renovated Tennis court at Mysuru. The Tennis court was established in 1950s & has witnessed games of the Indian Tennis legends Shri Vijay Amrithraj & Shri Ramesh Krishnan.

❷ Business Development Units help to regain our old freight traffic: Indian Railways loaded one rake of Sleepers from Sholaka station of Agra division to Moradabad. This Rail Material Consignment traffic was lost to road but with efforts of BDU, it returned to Railways.

❸ Indian Railways PSU, Rail Vikas has constructed the iconic Dakshineswar metro station being inspired by the architecture of Dakshineswar temple in Kolkata. The last station on the Noapara-Dakshineswar metro line, darshan at the temple will now become more convenient.





Central Railway : New Parcel & Goods Shed at Bhiwandi Road Station Attracting Huge Business Potential from Logistics Companies



Bhiwandi Parcel & Goods Shed loaded two parcel trains to Danapur, Bihar and to Shalimar, West Bengal, since its opening on 18th August, 2020. Now few more are lined up as the logistics companies are very much enthusiastic to use this goods shed opting for cheaper, safer and faster mode of transportation of goods like home appliances, electrical and electronic goods. These responses are due to the new business initiatives by Railways through its Business Development Units set up at Mumbai Division.

On 13th September a parcel train loaded with 115 tonnes/9692 packages including home appliances like washing machine, refrigerator, induction appliances, mixture grinders, etc. left Bhiwandi railway goods shed to Kolkata linking to Shalimar Exp. Prior to that, on its first trip from the newly constructed Bhiwandi Goods Shed, a parcel train loaded with 86.85 tonnes / 3876 packages left for Danapur attaching to Kisan Rail at Devlali. Mr. Vikas Goyal, Director at Shree Roadways Ltd, India in his tweet mentioned "It's always a pleasure to work with Central Railway. Looking forward to partner with many such parcel train dispatches in future as well". The

intensive marketing and the WhatsApp group of the Business Development Units set up by Mumbai Division is yielding huge response from the logistics firms catering to big multinational companies and e-commerce giants having warehouses around Bhiwandi area.

Bhiwandi goods shed located in close proximity to Mumbai and Thane is well connected with North and Southern India and more importantly with Jawaharlal Nehru Port Trust. This goods shed at a strategic location is foreseen as a great advantage for e-commerce majors and warehouses of big companies, textile industries & power looms of Bhiwandi for its good approachable Road, adequate parking space for trucks & tempos, adequate stacking area for consignments etc. Above all Indian Railways is offering a cheaper, safer and faster mode of transportation of goods. In the coming days, this initiative of goods shed at Bhiwandi Road by the Business Development Units will prove to be a blessing not only for potential income generation for Railways but also for all SME, MSME and other logistic enterprises, e-commerce majors and multinational companies as well. ■

CR's Bhiwandi Road Station Emerges as Mumbai Division's Most Successful Business Development Unit – Dispatches 2,676 Tonnes of Parcel in 17 trips

Central Railway's Bhiwandi Road station has emerged as Mumbai Division's most successful Business Development Unit.

From its first dispatch of 86.85 tonnes of parcel in 3,879 packages by the first parcel train on 10th September, 2020 to its recent dispatch till date, there has been 17 trips of parcel trains from Bhiwandi Road station to Shalimar, Guwahati, Patna and other places carrying a total of 2,676 tonnes of parcel in 1.74 lakh packages. The parcel train to Azara, Guwahati on 18th October, 2020 has the highest loading with 343 tonnes of parcel in 24,941 packages.

A total of 1.74 lakh packages weighing 2,676 tonnes have been dispatched till date from Bhiwandi Road station, which included furniture, refrigerators, electronic items, food items, food products, medicines, plastic items, bags, stationery, lubricant oil and cosmetics of popular brands like Godrej, Onida, LG, Bajaj, Parle-G, Hindustan Lever, Del-Monte, Milton etc.

As a part of the Business Development Unit (BDU) set up by Railways at Zonal and Divisional level, Central Railway has taken many initiatives to boost the freight and parcel loading by providing seamless and affordable connectivity to industry. The opening of Bhiwandi Road

station for goods and parcels is one initiative taken by BDU to boost freight traffic in Railways. A New Parcel & Goods shed was opened at Bhiwandi Road railway station to handle the cargo parcel trains and goods trains. This initiative has met with a tremendous response.

Bhiwandi Road railway station on Mumbai Division lies on the Vasai-Diva-Panvel route of CR. It is the connecting point of the North-South railway traffic and also connects the JNPT port with Railways. A halt station to more than 50 trains, Bhiwandi Road station has 5 platforms and all facilities like booking windows, waiting hall, PRS booking, station parking etc. for the benefit of passengers.

Bhiwandi is an industrial town and a textile and warehousing hub. Many e-commerce companies like Amazon, Flipkart, Reliance, Snapdeal, and FedEx have branches in the town.

Bhiwandi Road station has multiple advantages like proximity to Mumbai and Thane city, better connectivity by rail to North-South and JNPT port,



suitable warehousing and e-commerce facilities and adequate parking space for trucks and tempos. This encouraging response will not only boost railway revenue but also help generate job opportunities for local people.

Central Railway's efforts in the development of Bhiwandi has changed the face of Bhiwandi from a halt station to an Important Commercial Centre. ■

East Coast Railway : New OPD Complex at Central Hospital

In order to decongest the present OPD in East Coast Railway Central Hospital at Mancheswar, a new OPD Complex has been provided to facilitate patients. The increase in capacity will cater to facilitate around 150 more patients daily. General Manager, East Coast Railway, Shri Vidya Bhushan inaugurated the new OPD of ECoR Central Hospital in presence of Additional General Manager Shri Sudhir Kumar and all Principal Heads of Departments & Sr. Officials. The General Manager also inaugurated the kiosk which would facilitate the relatives of patients to communicate with them. ■



Intermediate Block Signalling System Commissioned between Lanjigarh Road and Ambodala

East Coast Railway has commissioned Intermediate Block Signaling between Lanjigarh Road and Ambodala Stations in Titilagarh-Rayagada Railway section so as to enhance train handling capacity. Intermediate block signalling (IBS) is a technique by which a block section between two adjoining stations is split into two by the provision of an additional signal which is remotely controlled from the station. It is provided solely to decrease the block lengths. The effect of such a signalling arrangement is the same as providing additional manned stations and increases the number of trains that



can be passed on a line. This will help in increasing line capacity, wagon turn-around and ultimately improve earning of the railways. Further, yard remodeling work was completed at Ambodala yard by providing additional cross over to siding and shunting neck in the yard. This arrangement facilitates seamless train operation with MVAA siding and eases congestion in the Ambodala yard. Shunting neck provision in the yard makes engine reversal flexible without occupying the main running lines. All mentioned arrangements will definitely improve movement of raw materials and finished products with MVAA siding of Sambalpur Division. ■



Five RPF Officials from ECoR to Receive Commendation from RPF DG/Railway Board for their Praiseworthy Work during Pandemic Covid-19 Lockdown Period

Five RPF officials from East Coast Railway have received commendation from Director General, Railway Protection Force, Railway Board, New Delhi for their exemplary performance during Covid-19 lockdown period.

Shri Anil Kumar Singh, Inspector/RPF/Puri, Shri Praveen Kumar, Inspector/RPF/Cuttack, Shri H. D. Sharma, Inspector/RPF/Jagadapur, Smt. Sabita Rath, Sub Inspector/RPF/Cuttack and Shri A. K. Sahoo, Constable at Naupada have received the commendation certificate of DG/RPF/Railway Board recently.



Apart from security issues like watching stranded rolling stocks at different places, RPF ECoR has done commendable job in providing meals to the poor and the needy and properly managing to serve meals in Shramik Special Trains, ensuring crowd management with social distancing for running of Shramik Specials and other Special trains and distribution face masks to passengers and employees engaged in Covid-19 lockdown time. ■



ECoR Opts for Robust Land Record and Estate Management and Stresses on Social Forestry & Horticulture in its Residential Areas

To consolidate the land records so as to give access to the land records under its jurisdiction easily, East Coast Railway has set up a Land Record Task Force.

In a review meeting on land issues in East Coast Railway jurisdiction, General Manager Shri Vidya Bhushan has advised officials to form a Land Record Task Force. The task force will take stock of total land

estate of ECoR, state wise and district wise, will arrange authentication of the title deeds/ RoRs in possession, to pursue swift acquisition of title deeds/RoRs for every land or plot not available and will plan, co-ordinate, monitor and ensure effective demarcation of Railway land boundaries at site on each land/plot.

This will pursue settlement of disputes/disagreements regarding ownership of each land in possession of ECoR, pursue and monitor signing of land licensing agreements wherever not available or expired and also achieve a digital inventory of all land in possession of ECoR with relevant data. This Land Record Task Force of East Coast Railway shall devise its own modalities and process for achieving its objectives. General Manager Shri Vidya Bhushan also directed officials to sort out and complete the task by 31st March, 2021.

With regard to Estate Management, General Manager Shri Vidya Bhushan advised for a comprehensive estate management Policy for effective estate management and uniform implementation. He stressed for assessing



quarters which do not have a nominated garage. Efficient garage management should be done for preventing unauthorized parking. He also issued guidelines for management of activity centres and public spaces.

On social Forestry the General Manager stressed on The fact that open spaces should have small area of soft soil space so that different types of

plants can be arranged in a better manner. He advised that in areas that have scarce soft soil, trees with large canopy and large girth should not be planted as those will create shadows on buildings and roots will not spread deep & wide threatening the existing buildings and structures. Such areas should be planted with fruit and flower trees. The General Manager has also directed officials not to plant trees by drilling a narrow hole through concrete as this will not allow enough space for roots to grow and also threaten built up spaces. Shri Vidya Bhushan also instructed officials to create soft soil kerb at both side of roads to plant trees. He directed that all trees planted after Cyclone Fani should be relocated as per new directions.

Social Forestry & Horticulture

East Coast Railway has also stressed on Social Forestry and horticulture on its residential areas by sapling plants in a proper manner. The open spaces coupled with large metalling or concreting should leave a small area of soft

soil space, so that different types of plants will be arranged in a well planned manner. Basically, Trees with large canopy and large girth like banyan, peepal etc. will be in a group and are to be planted in large open space areas. Similarly, trees with short canopy & slender girth like eucalyptus, coconut; trees with slender girth & slender canopy like betel nuts and short trees with slender girth and slender canopy like banana will be planted systematically so that these will not obstruct anything and will look decently. Steps shall be taken to plant trees with large canopy and large girth in such a

way that those will not shadows on buildings and roots will not spread deep & wide threatening the existing buildings and structures. Residential areas like colonies and establishment areas like office complexes will preferably be planted with fruits & flower trees appropriately to the space available. General Manager has also directed officials not to plant trees by drilling a narrow hole through concrete as this will not allow enough space for roots to grow and also threatens built up spaces. Shri Vidya Bhushan also instructed officials to create soft soil kerb at both sides of roads to plant trees. ■

Southern Railway : Tatkal Ticketing Fraud Unearthed – Fake Android App Developer Held

RPF Intelligence Officials of Tiruppur along with Officers of RPF Cyber Cell at Southern Railway Headquarters, Chennai have unearthed a Tatkal ticketing scam and arrested Mr.S.Yuvarajaa , a resident of Pothiyapalayam in Kangeyam Taluk , Tiruppur on 23rd October, 2020. The scammer had reportedly developed two android applications, namely, 'Super Tatkal' and 'Super Tatkal Pro' to amass money by fraudulent means.

The fake applications, 'Super Tatkal' and 'Super Tatkal Pro', enabled the customers to obtain confirmed Tatkal e-tickets owing to the speed of the Application. The modus operandi was that the users of both the fake mobile applications had to purchase Coins Pack (10 coins worth ₹ 20) which was pre-paid. For each booking, 5 coins were deducted from their coins balance. The payment mode for both the android apps was 'Instamojo' payment gateway through which Mr.Yuvarajaa got the payments credited to his own Savings Bank Account.

During interrogation, the tout admitted that he had swindled money to the tune of ₹ 20 lakhs from 2016 to 2020. There was approximately one lakh end users who had downloaded the said fake Applications. The accused has been arrested and Case has been registered under section 143 (2) of Railways Act. It is disheartening to note that an highly qualified person as Mr.Yuvaraja, who has done BE (Aeronautical) in Anna University and M. Tech (Aerospace) from IIT Kharagpur, indulge in such illegal activities.

RPF Cyber Cell at Southern Railway Headquarters, Chennai had played a key role in analysis of data and identification of the fake App developer's location and also collected digital evidences i.e, Server source code, application source code, end-users list and bank statements of the offender. Both the illegal Apps, namely, 'Super Tatkal' & 'Super Tatkal Pro' apps have been deactivated in play store as well as in browser. ■

South Central Railway : Holds Webinar with Representatives of Flipkart on Transportation of e-Commerce Consignments through Railways

A virtual meeting was held by officials of South Central Railways with representatives of Flipkart, a leading e-commerce company on 30th September, 2020. Shri John Prasad, Principal Chief Commercial Manager, Smt. Padmaja, Chief Passenger Transportation Manager, Shri B.S. Christopher, Chief Commercial Manager (Freight Services) and other senior officials participated in the meeting. SCR is one of the top Zones involved in significant loading of parcel traffic amongst Indian Railways. The Zone has been making continuous efforts to enhance the parcel loading and expand its freight basket; in this regard a team of SCR officials interacted with Flipkart, a leading e-commerce company. During the webinar with representatives of Flipkart, SCR officials explained the feasibility and advantages of transporting e-commerce consignments through Railways. The SCR officials explained connectivity advantages provided by Railways in terms of having well connected with Metropolitan areas as well as rural areas. Further, the officials also explained how transportation of parcels by Railways is quick, convenient and beneficial. The parcel services offered by Railways include Advance

booking of parcel space and temporary leasing of parcel vans. Advance booking of parcel space is available in parcel vans attached to passenger carrying trains and time tabled parcel special trains which are being run connecting Hyderabad, Secunderabad, Nizamabad, New Delhi, Visakhapatnam, Tirupati, Guntur, Howrah, Darbhanga, Amritsar etc., The advance booking process for parcel vans is very simple and similar to booking of reservation berths where the customer can schedule the transportation according to their convenience. Parcel space is also expandable by attaching additional parcel vans if there is any demand. Shri Shiv Kumar Chatterjee, representative of Flipkart expressed satisfaction and stated that flipkart is hopeful of having a long-term and fruitful venture with Railways. Shri Gajanan Mallya, General Manager, SCR complimented the new initiatives for the promotion of e-commerce and expansion of parcel services. He appreciated Flipkart management for coming forward and joining hands with Railways. He assured that Railways will provide more economical, faster and reliable transportation services to the customers. He also complimented the Railway officials for the innovative ideas. ■



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

Shri Gajanan Mallya, General Manager, South Central Railway conducted a review meeting on safety and freight loading on 01st September, 2020 at Rail Nilayam, Secunderabad. Shri B.B. Singh, Additional General Manager was present during the meeting at conference hall and Principal Heads of Departments; Divisional Railway Managers (DRMs) of all the six divisions viz., Vijayawada, Guntakal, Guntur, Secunderabad, Hyderabad and Nanded Divisions participated through web conference.



Shri Gajanan Mallya holding review meeting

Shri Mallya held a detailed review of the measures for strengthening safety and initiatives being taken for improvement of freight loading. He reviewed the loading performance of the zone and instructed the officials to analyze the factors to improve the loading further. He emphasized on providing transport facilities to various important products like Food grains, Fertilizers, Boiled rice etc., which helps the Nation in supply chain management as well as Railways in boosting up the revenue. He instructed the officials to make an action plan to improve

cement, Granite and Flyash loading.

The General Manager also held a review with representatives of Business Development Units (BDU's) at Zonal and Divisional level and insisted to have continuous persuasion with the customers in order to increase the outreach. He also reviewed the position and status of running of Cargo and Parcel Special trains and stressed the divisions to explore new avenues of traffic and conduct meetings with regular customers and inform them about these special services which would benefit them and the organization. Shri Mallya emphasized on running KISAN Special Trains from all the six Divisions of the Zone. He advised the Divisional and Zonal officials to regularly review the loading of agricultural products in consultation with State Government authorities and representatives of food corporation units etc. He also held detailed discussions with regard to the feasibility of running more KISAN Special trains from different important locations from the states of Andhra Pradesh, Telangana and Maharashtra to Northern parts of the Nation. ■

First Time SCR Introduces New High Capacity **LHB Parcel Vans Between Kacheguda – Guwahati**

For the first time on South Central Railway, New High capacity Linke Hoffman Busch (LHB) parcel vans with advanced features have been introduced in the time tabled Weekly Parcel Train running between Kacheguda and Guwahati. This parcel express train is being operated with new LHB coaches from 13th September, 2020. LHB coaches with Head on Generation (HOG) technology which have been inducted in passenger carrying trains are yielding successful results and hence it has been decided to manufacture LHB vans with similar technology to facilitate transportation of parcels. LHB parcel vans have been designed and manufactured by Rail Coach Factory, Kapurthala and is certified to run at the speed of 130 Km per hour by RDSO, Lucknow. These parcel vans will have luggage carrying capacity of 24 tonnes.

Features and Benefits of LHB Parcel Vans

- Designed and manufactured by Rail Coach Factory, Kapurthala, this is the first ever high capacity parcel van on LHB platform.
- The Parcel van is HOG compliant with both end connectivity
- Made from stainless steel shell on LHB platform for longer life.
- Provided with 32 foldable 2-tier luggage racks to facilitate transportation of wide goods and to stack small parcels.
- The Parcel van has 24 ton carrying capacity or total

volume of 187 cubic meters.

- Three collapsible partitions and four sliding doors are present in the parcel van.
- The coach has complete stainless-steel interior panelling and fitted with 140 KN air suspension.
- These vans have been provided with six interior sunken LED lights for better illumination of interiors.
- Axle mounted disc brakes are present with wheel slide protection system for rapid and effective braking.
- Anti-climbing CBC coupler with transition screw coupling & side buffer for safe and reliable coupling.
- 02 RFID tags provided on the parcel car body for easy location tracking
- Fleet graphic film on coach exterior in red and silver grey is provided as per LHB color scheme.



Shri Gajanan Mallya, General Manager, SCR has expressed his happiness on introduction of high capacity new LHB parcel vans with advanced features for Guwahati bound parcel train from Kacheguda. He stated that such type of parcel vans with more capacity are very much essential for transportation of parcels, especially covering long distances, which facilitate more loading and help in generating additional revenue. ■

SCR is on Fast Track towards Digitalisation of Office Working

e-files generation on the Zone have Doubled within 5 months

To achieve greater efficiency, productivity and transparency amongst the workforce, Indian Railways has taken a giant leap towards digitalisation. South Central Railway has always been in the forefront in adopting digital initiatives. SCR is the first zone among Indian Railways to take up the Paperless working system e-Office, in collaboration with Rail Tel, and the same has been rolled out across all the Zones in a phased manner.

The Covid 19 Pandemic which has resulted in nationwide lockdown has further pushed up the need of digital platform usage in place of manual filing system to minimize physical contacts in work place. The implementation of e-Office over the SCR has picked up pace during this period and this has helped SCR officials & workforce in various administrative buildings, Workshops etc to continue their working remotely even during lockdown and provide better service to passengers.

The number of digital files in various offices of the Zone on NIC e office platform, implemented by RailTel, has doubled during the past 5 months period i.e., April to August 2020. Before lockdown the number of e-files generated by SCR was 48790 and at the end of August, 2020, the number of e files created by users of SCR has increased to 105505. The numbers of e-receipts generated by users of SCR have also doubled during this period. As much as 564 new users were added into e Office platform in the past four months to ease out the work.

South Central Railway is on fast track in adapting paperless office culture with usage of digital filing. This will not only save operational cost but also reduce the carbon foot print. Due to availability of e-office, majority



of file work in the Zone is being carried out smoothly without physical presence in offices which is a boon in a time of crisis. RailTel has also provided Virtual Private Network connections to Railway officials for enabling them to process the file works remotely. Quick disposal of files and systematic, timely monitoring of pending files are some of the other immediate advantages of NIC e-Office.

Railway officials have also been provided with rigorous training by RailTel teams to handle e-office platform efficiently, training videos are uploaded on Youtube so that the users can get a grip on the usage of e-office. The officials and staff have been advised to give up the habit of using manual file system and for smooth and hassle-free working in e-office module, a helpdesk has been setup to assist the users in case of any trouble in using the system.

RailTel Corporation of India is one of the largest neutral telecom services providers in the country and is implementing the NIC e-office suite for Indian Railways in a phased manner. All over IR, currently there are 110652 users in 106 units of Indian Railways and by end of August 2020, a total number of 2317724 e-receipts and 682713 e-files had been created. Shri Gajanan Mallya, General Manager, SCR has expressed his satisfaction over the implementation of e-Office over the Zone. He stated that SCR is the first zone on IR to implement e-Office and appreciated by staff and officers who got quickly adapted to the new working system and delivering effective results of the e-Office working system. He also stated that during the pandemic times due to effective implementation of e-office on the zone, the workflow was on the regular pace without any hitch. ■

Doubling of Railway Line between Shadnagar – Gollapalli Commissioned

Part of Secunderabad – Mahabubnagar Doubling & Electrification Project

Heralding a landmark moment for South Central Railway in enhancing rail connectivity between Hyderabad City and major cities like Mahabubnagar and Tirupati. Doubling of Railway Line between Shadnagar and Gollapalli has been completed and commissioned on 16th September, 2020. This is part of the Secunderabad – Mahabubnagar Doubling & Electrification Project, which is being executed by the Railway PSU, Rail Vikas Nigam Limited (RVNL). The Secunderabad – Mahabubnagar Doubling & Electrification project is one of the critical projects for strengthening the rail operations in the state of



Telangana. The project was sanctioned for a distance of 85 Kms in the year 2015-16 at an estimated cost of ₹ 774 crores. While the section between Secunderabad – Umdanagar is undertaken as part of MMTS Phase I & II, the doubling & electrification works in balance section i.e., Umdanagar – Mahabubnagar have been undertaken as separate project and is progressing at a fast pace. Now, completion of the 29 kms stretch of the newly Doubled rail line between Shadnagar – Gollapalli is a major milestone in accomplishing the Doubling project between Secunderabad - Mahabubnagar. ■



‘Doodh Duronto Specials’ Transported Three Crore Liters of Milk from Renigunta in Andhra Pradesh to Nation’s Capital, New Delhi

Essential commodities are also being transported by this train Through Parcel Vans attached From Renigunta and Kacheguda

Doodh Duronto Special introduced during lock down period from Renigunta to H.Nizamuddin to supply milk to the people of Nation’s Capital, New Delhi is being operated on regular basis and the total milk transportation has crossed 3 crore liters mark on 28th September, 2020.

Transportation of Milk from Renigunta to New Delhi plays an important role in balancing the Milk supply across the nation. Considering its importance, the South Central Railway has come up with this unique initiative of running Doodh Duronto as a special milk train. More importantly, the train is run on par with best of the Mail express trains and the distance between Renigunta and H.Nizamuddin (2300 km) is being covered within a reasonable time of 34 hours. With the enormous response received for the train, the Doodh Duronto special which was introduced on 26th March, 2020 to operate on every alternate day has been enhanced to run on daily basis from 15th July, 2020.

Doodh Duronto specials, normally run with 06 Milk tankers, with each milk tanker having a capacity of 40,000 liters i.e., totaling to 2.40 lakh liters of milk in a train. So far, around 126 trips of Doodh Duronto special trains have been operated totaling to 751 milk tankers duly transporting 3 crore liters milk. Milk transported through this special train is sourced by a unit of National Dairy Development Board (NDDB) from more than 3000 pooling points spread across 13,000 villages in and around the Chittoor district.

Further, the regular movement of the special train connecting Renigunta with the National Capital via Kacheguda has also seen increasing patronage from Parcel customers to transport their commodities by this special train. Apart from transportation of milk, around 56 Parcel vans were attached to these trains from



Renigunta and transported essential commodities and fruits such as China clay, Hard Parcels, Mangoes, Musk Melons etc to enroute stations like Delhi, Bhopal, Nagpur and Jhansi and also to non enroute stations such as Jodhpur, Jaipur, Rourkela, Ambala by facilitating transshipment to the customers.

In addition, Regular Loading has been done for this train at Kacheguda Station. A total of 191 Parcel Vans were loaded and carried around 4,039 tonnes. Major commodities loaded from this station include bulk drugs, syrup caps, machinery parts, paper products, hatched eggs, fish, lemon, electrical capacitors and other general goods. These goods are transported to Nizamuddin, Bhopal, Jhansi and also to non enroute stations like Tata Nagar, Rourkela, Gorakhpur, Jaipur, Jodhpur etc.

Shri Gajanan Mallya, General Manager, SCR has appreciated the consistent commitment of the staff and Officers in mobilization of essential commodities and milk to cater to the needs of the Nation. He expressed his happiness with regard to the Zone crossing the transportation of three crore liters mark of milk and the steady increase in parcel loading by the parcel trains. ■

Second Rake of KISAN RAIL Chugs Off from Anantapur Loaded with 262 Tonnes of Vegetables & Fruits

Keeping alive the interests and fulfilling the aspirations of farmers, second rake of Kisan Rail started from Anantapur Station on 20th September, 2020 to reach Adarsh Nagar Station, New Delhi on the following day i.e., 21st September, 2020. Within a short span of 10 days period after its inaugural run, Farmers and traders of Anantapur District showed keen interest to offer loading and subsequently the 2nd Kisan Rail was loaded with 262 tonnes of agricultural produce consisting of 239 tonnes tomatoes & 23 tonnes of fruits like Papaya etc. Out of 12 Parcel Vans in the train, 3 Parcel Vans consisting of 67 tonnes of tomatoes are bound to Nagpur,

while the rest are unloaded at Adarsh Nagar station, New Delhi.

The Indian Railways has been taking several steps to fulfil the vision of our Hon’ble Prime Minister Shri Narendra Modi ji to double the income of the farmer society. Majorly, an announcement was made in Union Budget 2020-21 about operation of Kisan trains and accordingly, Kisan Rails were started. As part of it, South India’s first Kisan Rail was started by South Central Railway from Anantapur Station with horticultural products and the train was flagged off by Union Agricultural Minister & Chief Minister of Andhra Pradesh

State on 9th September, 2020. The horticultural products of Anantapur District are very much relished by the people of Northern parts of the country. Farmers of the Anantapur District have got an advantage in the form of Kisan Rail that shall reach the destination Station, New Delhi within 40 hours, which otherwise would take days together in other modes of transport.

Railway Officials of Guntakal Division were in constant touch with State Government Officials, farmers and traders and assured that full support will be extended to farmers and traders to transport their products through Railways. With their sincere efforts, Farmers could make it possible and they came forward to offer loading for second Kisan Rail bound to New Delhi. The positive intervention of Anantapur District Collector and the assurance to the farmers was an added advantage. As per the requirement of the farmers who wished the Kisan Rail to reach New Delhi by Monday afternoon to claim the advantage of favourable market conditions, Railway Officials have planned accordingly and placed the second Kisan Rail for Loading on Saturday and subsequent departure at 01.00 hrs of Sunday.

Shri Gajanan Mallya, General Manager, South Central Railway has expressed his happiness on the efforts of Guntakal Division Officials which helped in successful



Partial view of Kisan Rail loaded with Commodities

loading of Kisan Rail in a row within 10 days period. He also advised the farmers and traders to take the advantage of Kisan Rail in the ensuing harvest season, while assuring the maximum support from Railways side. ■

Sankrail Goods Terminal Developed to Accommodate more Freight Traffic

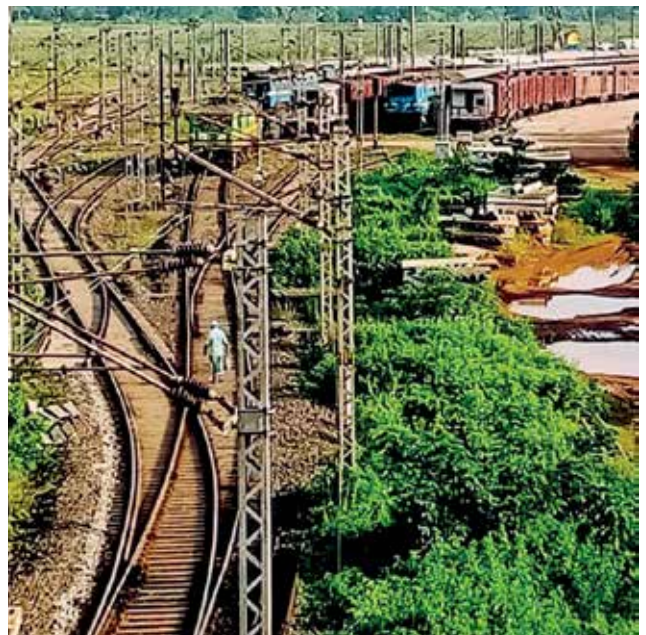
Sankrail Goods Terminal of South Eastern Railway has now become one of the most important goods terminals because of its location which is favourable to mobilize huge traffic having better road connectivity with the main business hubs of Kolkata. Massive developmental work is in progress for modernization of Sankrail Goods Terminal.

The recent developmental works undertaken at Sankrail Goods Terminal are as under:

- Major portion of the works of development of Sankrail Goods Terminal has been commissioned at a cost of ₹ 124 crores
- World Class facilities for rake handling has been provided to ensure faster turnaround of rakes
- Total 8 full length lines along with full length Wharf facility have been commissioned
- Smooth approach roads with separate entry & exit (1.1Km. concrete road & new exit road 1.2Km) have been commissioned



After unloading, Bulk consignment of autos at Sankrail Freight Terminal of South Eastern Railway is now ready for despatch by road to different destinations



Overview of Sankrail Goods Terminal of South Eastern Railway

- Round the clock high mast tower lighting facility made available
- Truck Terminal, Merchant Room, Goods Office are also being developed

After development of Sankrail Goods Terminal, the volume of inward and outward rakes has increased manifold. The main commodities of the rakes are Cement, Iron & Steel, Food Grains, Automobiles, Chemicals etc. ■

'Operation My Saheli' Introduced in SER

For Safety and Security of Travelling Lady Passengers

Shri D B Kasar, IG-cum-Principal Chief Security Commissioner, South Eastern Railway held a Virtual Press Conference at SER Headquarters, Garden Reach on 28 September, 2020. During the Virtual Press Conference, Shri Kasar mentioned about 'Operation My Saheli' an initiative for security and safety of lady passengers travelling by train. The objective of RPF in SER is to raise public awareness on the issue of women security and to provide them with safe, secure and comfortable journey.

This has been introduced as Pilot Project to achieve the aforesaid objective. Initially 03 trains starting from Howrah of SER have been taken under this Pilot Project. Howrah-Yesvantpur Durgam Special train has been taken as first pilot train from 18 September, 2020 followed by Howrah-Ahmedabad Special on 20 September, 2020 and Howrah-Mumbai Special on 21 September, 2020.

Further, security control of South Eastern Railway has created a Broadcast Group of the lady passengers of each pilot train and sends bulk messages to all these lady passengers at the start, mid journey and also before end of the journey to remain in regular contact as well as give a call randomly to these lady passengers to get update from the security point of view.

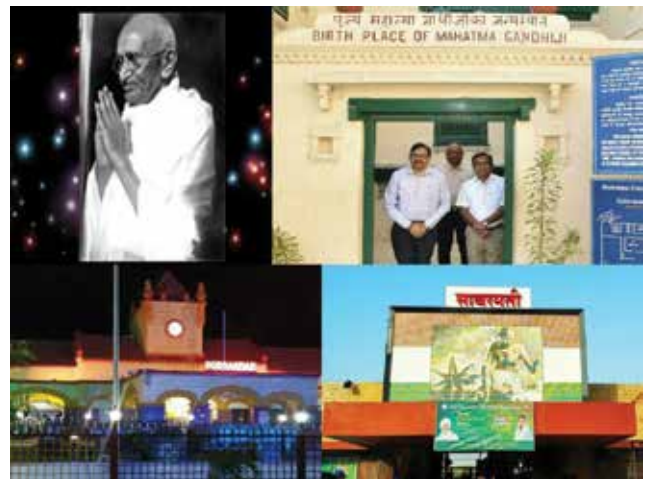


Shri D B Kasar holding a Virtual Press Conference regarding 'Operation My Saheli' for security and safety of lady passengers.

If scheduled stoppage stations are falling in night from 23:00 hrs.to06:00 hrs. RPF staff just remain present outside the train and if requires, he/she enters, and pass the train safely. At destination point, feedback is taken from lady passengers. ■

Western Railway Virtually Celebrated the 151st Birth Anniversary of Mahatma Gandhi

Over the last fortnight, Western Railway observed 'Swachhta Pakhwada' starting from 16th September, 2020, to commemorate the 151st birth anniversary of Mahatma Gandhi. In order to celebrate the day, Western Railway organised a webinar as part of the Gandhi Jayanti celebrations on 2nd October, 2020. Shri Alok Kansal, General Manager of Western Railway presided over this graceful event & Smt. Tanuja Kansal, President of Western Rly Women's Welfare Organisation (WRWWO), Additional General Manager of WR, various Principal Heads of Departments and Divisional Rly Managers with their teams also participated in the webinar. GM Shri Kansal appreciated the efforts of various performers during the webinar and congratulated the organisers to make this virtual celebration a successful one. The programme started with remembering the teachings and messages of Mahatma Gandhi and showcased how Western Railway has successfully followed the path shown by Gandhiji in the recent past. 2nd October is an important day in Indian history as on this day entire nation commemorate the birth anniversaries of Mahatma Gandhiji & Shri Lal Bahadur Shastriji. Swachh Bharat Abhiyan was first launched by Prime Minister on 2nd October, 2014 & after that it is celebrated every year on this occasion. An effective power point presentation on the birth place of Gandhiji at Porbandar was presented. The birth place is called Kirti Mandir which is now converted into a museum. PPT on other WR stations associated with Gandhiji was also presented. An audio/ visual was also played called 'Dewaal pe Bawaal' which displayed the beautification of various



The 1st pic is a potrait of Mahatma Gandhiji and the 2nd pic is of Shri Alok Kansal, General Manager of Western Railway at Kirti Mandir – the birthplace of Gandhiji. In the 2nd row, the 1st pic is the aesthetic view of Porbandar station while the 2nd pic is the exterior of Sabarmati station

station walls over the Western Railway under the project 'Salaam Rakshak'. It is an initiative, being taken in partnership with Western Railway. A total of 41 stations, out of which 22 stations of Western Railway from Churchgate to Dahisar stations and 19 stations of Central Railway from CST to Thane will be beautified with murals dedicated to Corona Warriors. Presently, the pilot work at Borivali, Malad, Andheri and Santacruz stations



The picture depicts the different art forms at various stations of WR under the 'Salaam Rakshak' project

are ready and the remaining work will begin shortly.

Subsequently, Additional General Manager of Western Railway gave a presentation on various works done during the Swachhta Pakhwada in WR. In this presentation, it was briefed that during the Swachhta Pakhwada over Western Rly, total 5,63,60,396 sq.meters area & 429 running kms of drains were cleaned, 1521 kms of railway track side cleaning & collection of 39.02 Tonnes plastic waste were ensured and 475.55 Tonnes of garbage was collected. It was also informed that excellent customer feedback was received about cleanliness standards over WR. In this feedback, the above good rating was 87% in the category of cleanliness

of platforms & circulating areas, while it was 85% in cleanliness of toilets, 94% in cleanliness of waiting halls and 79% in cleanliness of trains. This was followed by the singing performance on Gandhiji's two favourite bhajans & Nukkad Nataks on the theme of cleanliness, showcasing the effective teachings & messages of Mahatma Gandhiji in an entertaining manner, with awareness to ensure a cleaner & healthier environment. A presentation was shown by Divisional Railway Manager of Mumbai Division, which showcased the outcome of the initiative 'Swachh Colony Mera Abhimaan' by WRWWO President Smt Tanuja Kansal. In this a 360 ° review of cleanliness standards & efforts of 17 railway colonies was conducted by the Mumbai Central division of WR and the top 5 winning railway colonies out of 17 participants, were awarded by WRWWO. Andheri (East) Rly colony of WR, got 1st prize in this unique competition.

The programme was then followed by a short awareness film 'AADAT BADLO..BHARAT BADLO' on cleanliness, with a theme to invoke behavioural changes in our lives, to make a better country. The programme concluded with the enriching words and anecdotes shared by General Manager Shri Alok Kansal, in which he emphasized to adopt valuable teachings & philosophy of Mahatma Gandhiji about cleanliness in our daily lives. He said that Western Rly has a very strong connection with Mahatma Gandhiji, as not only his birth place Porbandar, but various work places including Sabarmati, Rajkot & Gandhi Smriti also fall under its jurisdiction. ■

Western Railway's General Manager Interacts with Elite Sportspersons of WRSA through An Interactive Webinar

Shri Alok Kansal, General Manager of Western Railway & the Patron of Western Railway Sports Association (WRSA) alongwith Smt Tanuja Kansal, President of Western Rly Women's Welfare Organisation interacted with Five Arjuna Awardees, 60 Coaches/ Captains and 22 Elite Sportspersons and sports administrators of Western Railway Sports Association through a Webinar. The webinar was organised as a part of the 'Fit India Freedom Run' campaign. Smt. Tanuja Kansal, President of Western Railway Women Welfare Organisation (WRWWO) alongwith Core Committee Members graced the occasion. Principal Heads of Departments and Divisional Railway Managers and other officers of Western Railway also joined the web interaction. A short film about various infrastructure and allied facilities provided to sportspersons was showcased during the session. This was followed by a brief presentation on various activities of WRSA and profiles of 37 sports teams of Western Railway giving details of team members, captains and coaches. The legacy of great sports personalities of Western Railway such as Shri



Shri Alok Kansal, leading the 'Fit India Freedom Run' campaign. The other photos in first row are of the Arjuna Awardees of Western Railway, while in the second row, a view of Mahalaxmi Sports Complex and Kaul Gold Cup

Gurbux Singh Grewal (Olympian Bronze Medalist- Hockey), Shri Balbir Singh Grewal (Asian Games Gold Medalist - Hockey), Ms. Diana Edulji (Recipient of Padamshree and Arjuna Award - Cricket), Ms. Eliza Nelson (Recipient of Padamshree Award - Hockey), Ms. Selma D'silva (Recipient of Padamshree Award - Hockey) and Shri Subhash Agarwal (Runner up in World Billiards Championship) was portrayed with great pride during the session. Shri Alok Kansal and Smt. Tanuja Kansal

were delighted to interact with sportspersons and they complimented WRSA for providing a virtual platform to sportspersons to express themselves. They were pleased to know about various infrastructure facilities made available by WRSA to sportspersons. Smt. Tanuja Kansal expressed her pleasure to learn about training and recruitment details as well as to learn about the lives of champion sportspersons. Shri Alok Kansal conveyed his best wishes to all the sportspersons & sports administrators and assured all possible support and assistance from Railway Administration. The web interaction garnered tremendous positive response from all the participants.

'Fit India Freedom Run' campaign was launched by Western Railway on the initiative of Indian Railways, which has been introduced under the aegis of Ministry of Sports and Youth Affairs, Government of India. This

campaign commenced from 15th August, 2020 and concluded on 2nd October, 2020 to commemorate the 151st birth anniversary of Mahatma Gandhi. This campaign encouraged and ensured physical activity and exercise on a daily basis to remain healthy & fit while aiming to overcome health problems due to sedentary form of lifestyle. During the campaign period a total 68,953 participants took part in 'Fit India Freedom Run' over Western Railway with a total 78,11,053 cumulative kilometres run during this unique campaign. It's worth mentioning that Western Rly has won the prestigious Kaul Gold Cup for the year 2019-20 for the record 29th time in a row. It is a symbol of overall supremacy in the field of Sports in Indian Railways. Due to acumen & hard work of its sportspersons, WR has remained invincible for almost three decades to retain this prestigious Gold Cup. ■

Raising Day of Railway Protection Force Celebrated over Western Railway Station

15 RPF Personnel of WR Got DG Insignia

Western Railway's Railway Protection Force celebrated its 36th Raising Day on 20th September, 2020 and as a part of this celebration, RPF planned a week - long series of several programmes. On this occasion, Shri Alok Kansal, General Manager of Western Railway conveyed his best wishes to the entire RPF fraternity and whole heartedly appreciated them for their extraordinary, unparalleled and exemplary services during covid pandemic. He stated that RPF has displayed courage & passion not only in their duties, but also has maintained a humane gesture towards our passengers. Several RPF personnel of Western Railway have shown acts of bravery and valour during the course of their duty. They have gone beyond their call of duty, to help the needy as well as even risked their lives to save & help people in difficult situations. Their contribution during the nation-wide lockdown especially for distribution of food & water to the underprivileged is worth appreciating. Shri Shivcharan Singh Gurjar posted at Mahesana RPF Post in Ahmedabad division is the recipient of the prestigious President's 'Uttam Jeevan Raksha Padak' for his exemplary act of courage & bravery. Shri Singh rescued nine persons stranded in flood waters that affected Gujarat in 2019 by putting his own life in danger.



Various views of Railway Protection Force (RPF) personnel engaged in their duties

Another 15 RPF personnel of Western Railway, namely: Shri Devansh Shukla, Security Commissioner, Shri Pawan Kumar Shrivastava, Security Commissioner, Shri Ghanshyam Pandey, Sub Inspector, Shri Bahadur Singh, Asstt. Sub Inspector, Shri Ashok Kumar, Head Constable, Shri Naveen Kumar, Constable, Shri Sandeep Kumar, Constable, Shri Sanjeev Kumar, Constable, Shri Dinesh Kumar Goswami, Constable, Shri Ram Prakash Meena, Sub-Inspector Driver, Shri Saiyyad Liyakat Ali, Asstt. Sub Inspector Driver Gr. I, Shri Tikam Singh, Sub Inspector, Shri Kaushal Kishor Shukla, Sub Inspector, Shri Dhanjay Babi Dagare, Asstt. Sub Inspector Driver and Shri Om Prakash Pandey, Sub Inspector Armourer have been awarded with Director General Railway Protection Force Insignia for the year 2019. This prestigious award has been given for their exemplary performance and committed service in prevention and detection of crime in Rly. premises and also for helping the Rail passengers during the journey. ■

WRWWO President Applauded Women Empowerment in Railway Protection Force of Western Railway

A webinar was organised on the occasion of 36th Raising Day Ceremony of Railway Protection Force of Western Railway, in which Mrs. Tanuja Kansal, President of the Western Railway Women's Welfare

Organisation (WRWWO), while extending her wishes to WR's Railway Protection Force, applauded women empowerment in the Railway Protection Force of Western Rly. She showed her appreciation to the bravery

and valour of RPF personnel, especially the *Naaree Shakti* in the RPF organisation. Mrs. Kansal was in all praise for the outstanding and selfless work done by the RPF as frontline Corona warriors during the lockdown on account of COVID pandemic.

WRWWO President Mrs. Tanuja Kansal, while addressing the RPF personnel, said that this day is not only a symbol of formation of one of our nation's elite and dedicated Armed Forces, but it is also a day of remembrance of their bravery, dignity and service to the nation. Mrs. Kansal expressed her joy to know that there are 165 women in WR's RPF force, including two ladies as Security Commissioners heading the divisions. Also, it made her extremely happy to know that 79 more women are undergoing training at the RPF Training Centre at Valsad and will be inducted soon into the force. She said that it was a matter of immense pride to see such good number of women staff serving in the RPF. Mrs. Kansal



A view of RPF parade by under trainee lady constables at RPF Training Centre at Valsad



The 1st pic is of Ms. Bhavpreeta Soni, Sr Divisional Security Commissioner of Vadodara division and the 2nd pic is of Ms. Tanvi Gupte, Divisional Security Commissioner of Bhavnagar division of Western Railway

also appreciated the devotion to work shown by various women personnel during their course of duty, even in such trying times. She lauded the efforts by several RPF women staff who voluntarily prepared facemasks and handled both official work as well as domestic chores with ease. These women jawans put their best foot forward to shoulder the work of their male counterparts with the same dedication and determination.

As a token of appreciation for the courage and bravery displayed by RPF jawans and to boost their morale, WRWWO has provided an assistance of approx. ₹41,500, under which two Washing Machines has been provided to Ahmedabad & Rajkot RPF post, while 3 hot plates have been donated to Bhavnagar RPF post. Earlier too, WRWWO has always extended their helping hand to the welfare of Western Rly's workforce of RPF. One such donation was given by WRWWO, to the RPF of Mumbai Central division for purchase of 3 Deep Freezers. ■

CLW Produces Tejas Express Locos for Push-Pull Operation with **Aerodynamic Design** Capable to Run at 160 Kmph

On 2nd October, 2020 Chittaranjan Locomotive Works (CLW) turned out the First batch of Tejas Express locos for PUSH-PULL operations with aerodynamically designed WAP-5 (loco no. 35012 & 35013) passenger electric locomotives to reduce air drags at higher speed for more energy efficiency and dynamically stable during high speed operations. Shri Praveen Kumar Mishra, General Manager flagged off these 'Tejas Express' locos from CLW sidings in the presence of Sr officers and staff of CLW. These two WAP-5 (35012-35013) type electric locomotives are of 6000 HP capacity each and both are equipped with latest IGBT based propulsion system capable to run at 160 kmph each. These two



locos will work in Push-Pull mode for operations in premium passenger trains. The Driver desk has also been ergonomically remodified for improving the maneuvering skill of loco pilots. Composite converters are also provided in these locos to directly supply power to the coaches and pantry cars thus eliminating the need of separate diesel power generator cars. These are noise free, pollution free & environment friendly Green

locomotives which are more energy efficient and requires less maintenance and will also save lots of loco shunting time. These locomotives shall be utilized to haul the prestigious & premium express passenger trains over Indian Railways. ■



CLW Produces 150th Electric Locomotive

The 150th loco no WAG9HC (32922) was flagged off by Shri Praveen Kumar Mishra, GM on 13th October, 2020 in the presence of sr. officers and staff from CLW siding. Despite Lockdown & Unlockdown from April to August and COVID related instructions later on, first 100 locos were produced in 102 working days and the next 50 locos have been produced in only 27 working days. As such 150 locomotives have been produced in 129 working days this year in FY 2020-21, as against 150 locomotives produced in 128 working days in FY 2019-20, attaining the same trend in loco production despite COVID-19 restrictions. This has been possible with the active support of motivated workforce of CLW and monitoring of supply chain & production by the General Manager at apex level. It is expected that CLW will be able to achieve another milestone in this current financial year 2020-21 by surpassing the target again.

It is worth mentioning that CLW has created World Record by producing 402 and 431 Electric Locomotives in 2018-19 and 2019-20 respectively. ■

CHITTARANJAN LOCOMOTIVE WORKS		
Produces 150 th Locomotives in FY2020-21		
On 13-10-2020		
YEAR	LOCOS	DATE ACHIEVED ON
2019-20	50	07-06-2019 (56 working days)
	100	25-07-2019 (97 working days)
	150	31-08-2019 (128 Working days)
2020-21	50	22-07-2020 (70 working days)
	100	08-09-2020 (102 working days)
	150	13-10-2020 (129 Working days)
During COVID-19		
Lockdown - April, May		
Unlock down - June, July, Aug		
Last 50 locos are manufactured in 27 working days !		

Covid Care Center at Rail Wheel Factory

To effectively handle the increasing COVID cases among the employees and their family members, Railway Hospital/RWF, Bangalore a 100 bed Covid Care Centre (CCC) was set up at RWF Community Hall 'UTSAVA' for asymptomatic and mildly symptomatic COVID patients. This is to cater to about 12000 retired and serving employees and their families.

In anticipation of COVID cases, the CCC was made functional on 24th August, 2020. This has proved to be useful when RWF saw COVID positive cases at RWF. As the cases increased, it was seen that there was difficulty for the patients to give samples for testing. Hence, a booth for collecting samples has also been set up. Till now 1617 patients have been screened in fever clinic. On date, 817 COVID tests have been conducted. Out of which 378 cases were tested positive and 259 have already recovered. Symptomatic cases are being admitted to Railway Hospital/RWF and cases that need ventilator are referred to Ramaiah and other super specialty hospitals. The asymptomatic and mildly symptomatic cases are treated at Covid Care Centre of RWF. Apart from CCC, an Isolation ward with 14 beds to treat COVID positive cases and Covid suspect ward with 12 beds have also been setup. Hi Flow Nasal Oxygen Machine for treating moderately ill COVID patients and Medical gas pipeline for supply of Oxygen and vacuum which is critical in treating COVID-19 patients have also been provided in the Railway Hospital.

The patients are provided with food from our canteen as per the guidelines of Commissionerate, Health & Family



Welfare. All the required facilities are available at CCC/UTSAV and it is manned by 24 X 7 by paramedical staff. Facilities like free wifi, TV, washing machine, hot water dispenser etc., have also been provided. The washrooms, are well maintained. A 24 X 7 control room has been setup to monitor the patients' status and report to the concerned doctor immediately for further treatment, if necessary.

The centre was initially managed by Railway doctors and paramedical staff. As the number of cases increased, it was decided to hire doctors and paramedical staff. Now there are 2 duty doctors, 9 nurses and 2 attendants have been hired apart from staff nurse and orderly from RWF. Dr. Shivakumar, Addl. Chief Medical Superintendent of Railway Hospital/RWF is overlooking the functioning of CCC. Shri R.K. Vyas, General Manager, is closely monitoring the activities of the centre and taking pro active steps to continuously improve the functioning of CCC. ■

General Manager Administers Covid-19 Pledge to Metromen

Shri Manoj Joshi, General Manager, Metro Railway on 08 October, 2020 administered the COVID-19 pledge to all the officers and staff of Metro Railway at Metro Rail Bhavan. All Metromen vowed to take necessary precautions to prevent the spread of the deadly Covid-19 virus by wearing masks/face covers at public places, washing hands with soap, using sanitizers to clean hands and also maintaining social distancing to battle this pandemic. This pledge was also taken at Metro stations, carsheds, hospital, colonies and other establishments to spread the message of awareness about this disease and to encourage others to follow the key COVID appropriate behaviours.

Posters and banners to create awareness about Corona were displayed at vantage points of stations, inside coaches, office buildings, carsheds, hospitals, RPF barracks and Railway colonies. Jingles on COVID-19



awareness have been played at stations as well as inside the running trains. ■

Metro Services Resume

Due to the Covid-19 Pandemic and subsequent nationwide lockdown, Metro services like other Zonal Railways were suspended from 23rd March, 2020.

After 175 days, regular Metro services resumed from 14th September, 2020 strictly maintaining social distancing and all other COVID-19 protocols to stop the spread of the pandemic. To ensure social distancing in Metro premises a unique model of e-pass has been developed for the commuters. A unique method of booking slots in advance through an App before travelling on the Metro has been very successful. E-passes are issued which have to be shown at the entry gates of the stations.

This ensures that at any given point of time, only people who have booked their slots can travel and therefore there are limited number of passengers in the stations and trains, thereby ensuring social distancing. The number of services and train timings have gradually been increased and the passenger count has also gone up. ■



Commissioning of Escalator at Metro Station

Metro Railway has utilized the lockdown period in upgrading several passenger amenities at different Metro stations maintaining social distancing and all other COVID-19 protocols. A new escalator has been commissioned at Metro stations at Kalighat Metro station on 14th October, 2020 replacing the old one.

With smooth co-operation of civil and electrical departments, this escalator has been commissioned in record time. Metro commuters will get the benefit from this very essential passenger amenity. ■



Commencement of Diaphragm Wall Work of Subway at Biman Bandar Station Site

The construction work of Noapara- Barasat via Biman Bandar Metro project has been going on in full swing even during the COVID-19 pandemic. The construction work at this station site went on throughout the night on the day of state sponsored lockdown on 11th September, 2020. During the day of lockdown, reinforcement of cage binding of diaphragm wall and top slab was done. Apart from this,



the potholes on the approach road which were affecting traffic movement near Biman Bandar Metro project site were also repaired.

All staff at this site have been following all COVID-19 protocols while executing the job.

The construction work of the subway which will connect underground Biman Bandar station with

Jessore Road (NH-35) started on 16th September, 2020. ■

PERFORMANCE OF INDIAN RAILWAYS

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Introduction

The health of the Indian Economy is measured by key parameters viz: GDP growth, per capita Income, Inflation rate, Tax to GDP ratio, Repo rates, Exports and Imports, Rupee value and unemployment rate.

The core sectors of Indian economy are Agriculture sector, Industrial sector and Service sector. Service sector is one of the core sectors in the Indian economy. The contribution of service sector to the Indian GDP is 61.5 percent depicting vividly the lion's share in the GDP during the year 2018, though the employees in service sector are at 31 percent to the total work force in India.

Transport is one of the service sectors. Transport plays a vital link between the Production centres, Distribution centres and the ultimate Consumers. Transport also exercises a unifying and integrating influence on the Indian economy.

Indian Railways is one of the means of transport of bulk goods for longer distances and commuters in India. Indian Railways is the life line of India. Indian Railways is one of the biggest employers by employing 13.08 lakhs of employees. Indian Railways carried 8.397 billion passengers annually. Indian Railways is one of the World's Largest Railway networks comprising over a route of 66,030 km and 7349 Railway stations.

The PKMS in Indian Railways is 11,77,699 millions while The NTKMS in Indian Railways is 6,93,281 millions during the year 2017-18. The Electrification network in Indian Railways is 29,376 kilometers while the Net Revenue in Indian Railways is as high as ₹1665.61 crore during the year 2017-18. Hence, the present study proposes the Performance of Indian Railways with the help of the following core objectives:

1. A Brief History of Indian Railways.
2. Organization Structure of Indian Railways.
3. Physical Performance of Indian Railways.
4. Financial Performance of Indian Railways.
5. Productivity in Indian Railways.
6. Human Resources in Indian Railways.
7. Human Resources Trained in Indian Railways
8. Value Added by the Human Resources in Indian Rlys.
9. Security and Safety of Indian Railways.
10. Foreign Railways.
11. A few Suggestions.

The Research methodology of the present study aims at the core objectives cited above. The data is collected from the secondary sources. The study period is from 1950-51 to 2017-18. The statistical data is applied in accordance with the needs of the study viz: percentage and ratios.

The first Railway built by the Great Indian Peninsula Railway (GIPR), was opened in 1853. The first train ran between Bombay and Thane on April 16, 1853, a landmark in the history of British India. In the years between 1854 and 1860, British India had eight Railway

Companies – Eastern India Railway, Great India Peninsula Company, Madras Railway, Bombay Baroda and Central India Railway, Scindia Railway, Eastern Bengal Eastern Railway and Calcutta and South Railway Company. In the years between 1869 and 1881, the British government took up the responsibility of laying Railway lines in India from the East India Company. The Nizam's Guaranteed State Railway was a Railway Company in India from 1879 to 1950, and was owned by the Dominion of Nizam or better known as the Hyderabad State. The Nizam state Railway ruled for about 71 years in India.

Indian Railways is an Indian state-owned enterprise, owned and operated by the Government of India through the Ministry of Railways since 1951.

Indian Railways is governed by three tier vertical organisational structure for effectiveness and efficacy in management. The delegation of authority will flow from top to bottom. Hence, Indian Railways is headed and governed by Union Minister of Railways, two Ministers of State for Railways, Chairman Railway Board, and expert Members in their areas viz: Financial Commissioner, Member Staff, Member Traction, Member Mechanical, Member Traffic and Member Rolling stock at the apex level. The Railway Board is the brain and eyes of Indian Railways in true sense.

The Zonal Railway is governed by the General Manager. He is assisted by expert team members viz: AGM, SDGM and Principal Heads of the Departments viz: CCM, COM, CE, CME, CEE, CPO, CMD, CSO, COS, CSTE and FA&CAO and Audit. There are 17 Zones in Indian Railways. The 17th New zone is Metro Rail of Kolkata in Indian Railways.

A Division is Headed and Managed by the Divisional Railway Manager. He is assisted by his active team consisting of ADRM, SrDE, SrDEE, SrDME, SrDOM, SrDPO, SrDCM, SrDMO, SrDSO, SrCVO, SrDOS, SrDSTE, SrDAO,. There are 68 divisions in Indian Railways. Apart from the Production Units, Public Sector Undertakings and Corporations and other units, there are Seven Centralized Training Institutes to cater to the Training and Development needs of the Officers in Indian Railways. The Organizational Structure in Indian Railways depicts vividly the relationship between superiors and the subordinates in a crystal clear manner.

Physical Performance Analysis

The Physical Performance in Indian Railways is projected through the following core aspects viz: Route kilometers, Number of Railway Stations, Rolling Stock and Electrification network and passenger vehicles.

The Network of Indian Railways is depicted through the Route kilometers. The Route kilometre in Indian Railways is at 68,442 kms during the year 2017-18 as against 53,596 Route kilometres during the year 1950-51. The Route kilometers has increased significantly by 27 percent during

the above study period. The new railway lines may be expanded in the potential areas to tap the commuters' demand across the Indian Railways a few examples are as follows Pune to Aurangabad, Parliviajanath to Beed, Vizag to Simhachalam, Tirupati to Tirumala and Solapur to Tuljapur and Pandharpur and Kurnool to Srisailam.

The Socio-Economic Development in India is highly correlated with the development of Railway Stations. The number of Railways Stations in Indian Railways is at 7318 during the year 2017-18 as against 5,976 Railway Stations during the year 1950-51. The number of Railway stations has increased by 22 per cent during the above study period. However, the number of Railway stations may be further increased in the interest of the commuters.

The core Rolling Stock in Indian Railways are Diesel Locomotives, Electric Locomotives, Wagons and Passenger carriages and vehicles. The number of Diesel Locomotives is at 6086 during the year 2017-18 in correspondence to 17 Diesel Locomotives during the year 1950-51. The number of Diesel Locomotives has increased by 358 folds over the study period. The Diesel Locomotives are faster and cheaper in fuel cost when compared to the steam Locomotives.

The number of Electric Locomotives in Indian Railways is at 5639 during the year 2017-18 in contrast to 72 number of Electric Locomotives during the year 1950-51. The number of Electric Locomotives has increased by 78.31 folds during the above study period. The Electric Locomotives are eco-friendlier, cheaper and faster when compared to the Diesel locomotives. Hence, the number of Electric Locomotives may be further increased for rendering the best services to the commuters in India.

The number of passenger carriages in Indian Railways is at 54,059 during the year 2017-18 as against 13,022 passenger carriages during the year 1950-51. The number of passenger carriages has increased by 4.15 fold during the above study period. The passenger carriages should be much more comfortable, safer and fire proof in the interest of the commuters.

The wagons turn the wheel of profits in Indian Railways. The number of wagons is at 2.79 lakhs during the year 2017-18 as against 2.05 lakh wagons during the year 1950-51. The number of wagons has increased significantly by 1.35-folds during the above study period.

The Electrification network in Indian Railways is at 29,376 kilometres during the year 2017-18 in contrast to 388 kilometres during the year 1950-51. The Electrification network in Indian Railways has increased substantially by 75.71 folds during the above study period. The percentage of Electrification network to the total route kilometres in Indian Railways is at 42.92 percent during the year 2017-18. However, the Electrification network should further expand to cent percent in order to render the best services to the commuters from Secunderabad to Manmad route via Nanded and Bidar route and also in the potential arenas across on Indian Railways.

Table-1 : Physical Performance In Indian Railways

Year	Route kms	No. of Railway Stations	Electrification Network in kms	No. of DSL	No. of Electric Locomotives	No. of Wagons in lakhs	No. of Passenger Carriages
1950-51	56629	5976	388	17	72	2.05	13022
1960-61	56247	6523	748	181	131	3.07	20062
1970-71	59790	7066	3706	1169	602	3.83	24591
1980-81	61240	7035	5345	2403	1036	4.00	27410
1990-91	62367	7100	9968	3759	1743	3.46	28677
2000-01	63028	6843	14856	4702	2810	2.22	33236
2010-11	64460	7133	19607	5137	3825	2.20	45089
2015-16	66687	7216	23555	5869	5214	2.51	44,283
2016-17 analysis	124.00 Per cent	119.24 Per cent	60.70 Fold	394 Fold	72.40 Fold	123 Per cent	3.4 Fold

Source: Indian Railways Annual Accounts and Report and Indian Railways Year Book from 1950-51 to 2015-16

Productivity in Indian Railways

The Productivity in Indian Railways is depicted through Total traffic Output i.e Passenger kilometres (PKMS) and Net Tonne Kilometres (NTKMS). The PKMS in Indian Railways are 1177699 millions during the year 2017-18 as against 66517 PKMS millions during the year 1950-51. The PKMS in Indian Railways has increased substantially by 17.70 folds during the above study period. The NTKMS in Indian Railways is at 6,93,281 millions during the year 2017-18 as against 44,117 NTKMS millions during the year 1950-51. The NTKMS has increased substantially by 15.7 folds in Indian Railways during the above study period. Thus, the Productivity is highly substantial in Indian Railways.

Table-2 : Productivity In Indian Railways

Year	PKMS in millions	NTKMS in millions
1950-51	66,517	44117
1960-61	77,665	87680
1970-71	1,18,120	127358
1980-81	2,08,558	158474
1990-91	2,95,644	242699
2000-2001	4,57,022	315516
2010-2011	9,78,508	626473
2017-2018	117699	693281
Analysis	17.70 Folds	15.7 Folds

Source: Indian Railways year books from 1950-51 – 2017-18

Financial Performance Analysis

The Financial Performance of Indian Railways is evaluated through the following core parameters viz: Gross Revenue, Net Revenue, Total Cost, Human Resource Cost, Passenger Earnings, Freight Earnings, Operating Ratio and value added by the human resource. The Gross Revenue in Indian Railways is at ₹1,78,929 crore during the year 2017-18 as against ₹263.30 crores during the year 1950-51. The Gross Revenue has expanded tremendously by 67.71 folds during the above study period.

The Net Revenue is the contribution of the Indian Railways to the Indian exchequer. The Net Revenue in Indian Railways is at ₹1665.61 crore during the year 2017-18 as against 47.56 crores during the year 1950-51. The Net Revenue in Indian Railways has increased substantially by 35.02 folds during the above study period. The contribution of Indian Railways to the GDP in India is substantial at about one percent.

The Passenger earnings is one of the total earnings in Indian Railways. The passenger earnings in Indian Railways is at ₹48,643 crore during the year 2017-18 as against ₹98.2 crores during the year 1950-51. The passenger earnings have increased tremendously by 495.34 folds during the above study period. The passenger earnings to the total earnings are at 27.18 percent during the year 2017-18.

The freight earnings in Indian Railways is at ₹1,04,338 crore during the year 2017-18 as against 139.3 crore during the year 1950-51. The freight earnings in Indian Railways have increased tremendously by 749 folds during the above study period. The freight earnings to the total earnings are at 58.3 per cent during the year 2017-18. The freight earnings are 2.14 times of passenger earnings depicting vividly a lion's share of freight earnings in the total earnings in Indian Railways.

The Total cost in Indian Railways is at ₹1,77,264 crore during the year 2017-18 as against ₹215.74 crore during the year 1950-51. The Total cost in Indian Railways has increased substantially by 821.65 folds during the above study period.

Human Resources cost is one of the total costs in Indian Railways. The Human Resources cost in Indian Railways is at 129336.48 crore during the year 2017-18 as against ₹113.8 crores during the year 1950-51. The Human

Resources cost in Indian Railways has increased substantially by 1136 folds during the above study period.

The Human Resource cost to the total cost is at 72.96 percent in Indian Railways revealing vividly a lion's share in the total cost during the year 2016-17.

The Operating ratio is the yardstick for the efficacy of the management in Indian Railways. The operating ratio and the profits are inversely related. The operating ratio in Indian Railways is at 98.4 percent during the year 2017-18 as against 81 percent operating ratio during the year 1950-51. The higher the operating ratio the lower the profits and vice versa.

The operating ratio in SNFC is at 65 percent, Indian Railway should learn the lessons from France Railways. The operating ratio is very high in Indian Railways. Hence, a strategy should be adopted to control the operating ratio. The operating ratio may be controlled through rightsizing the manpower strength on one hand and the manpower cost and other costs on the other hands apart from introducing sophisticated technology in Indian Railways. (See Table -3)

The implementation of the 7th Central Pay Commission Recommendations, to Railway employees will have the impact on the Human Resources cost burden. Hence, the productivity and the revenue generation of Indian Railways should also further increase to offset the cost burden in Indian Railways. Hence, the passenger fares and freight tariff may be increased by two rupee per kilometres to overcome the cost burden. This may be one of the right steps in this direction. Indian Railways should earn profits to retain, sustain and for further growth and development in the future.

Human Resource Analysis

Among all the resources the Human resource is the real resource in Indian Railways. Hence, the study of Human Resource Strength and Value Added by the Human Resource in Indian Railways is highly paramount.

In Indian Railways the Human Resources are classified into four groups viz: group A&B consisting of Officers Cadre, while group C and group D of non-gazette cadre. The Human Resource strength of Group A and B Officers in Indian Railways is 16.9 thousand during the year 2017-18 as against 2.3 thousands during the year 1950-51.

Table-3 : Financial Performance in Indian Railways

Year	Gross Revenue ₹ in Crore	Net Revenue ₹ in Crore	Total Cost ₹ In Crore	Human Resources Cost ₹ in Crore	Operating Ratio in Percent	Value Added by Human Resource In ₹
1950-51	263.30	47.56	215.74	113.8	81	1,637
1960-61	460.42	87.87	372.55	205.2	79	2,206
1970-71	1006.95	144.73	862.22	459.9	84	3,981
1980-81	2703.48	127.49	2575.99	1316.7	96	8,820
1990-91	12451.55	1113.78	11337.77	5166.3	92	44,105
2000-01	3601095	1071.23	34939.72	18841.4	98.34	1,11,108
2010-11	9668102	6346.14	90334	51776.57	94.59	3,37,120
2017-18	178929	1665.61	177264	129336	98.4	3,90,277
Analysis	67.71 Fold	35.02 Fold	821.65 Fold	1136 Fold		238.4 Fold

Source: Indian Railways annual accounts and report from 1950-51 to 2017-18.

The strength of group A and B Officers has increased significantly by 7.34 folds during the above study period.

The Human Resources strength of Group C staff in Indian Railways is 11.33 lakhs during the year 2017-18 in correspondence to 2.23 lakhs during the year 1950-51. The Human Resources strength of group C staff has increased significantly by 5.07 folds during the above study period.

The Human Resources strength of Group D staff in Indian Railways is 1.20 Lakhs during the year 2017-18 as against 6.87 lakhs during the year 1950-51. The group D Human Resource strength has downsized tremendously by 5.77-folds during the above study period. The reduced Human Resource strength of group D may be on account of promotion of group D employees to group C cadre as well as attaining the age of superannuation.

The Human Resource strength in Indian Railways is at 12.70 lakhs during the year 2017-18 as against 9.14 lakhs during the year 1950-51. The Human Resources strength in Indian Railways has increased significantly by 1.39 folds during the above study period.

Value Added by the Human Resource

The Value Added reflects the contribution of the Human Resources in Indian Railways. The Value Added by the Human Resources in Indian Railways is at ₹ 3,90,277 during the year 2017-18 as against ₹ 1632 value added during the year 1950-51. The value added by the Human Resources in Indian Railways has increased significantly by 23.84-fold over the study period. The Railway Board deserves credit for the spectacular achievements of Indian Railways during the study period. (See Table 4)

Safety and Security

The safety and security are one of the important core objectives in Indian Railways in order to instill confidence among the commuters. The Train accidents per million train kilometers is the yardstick for an index of safety. There were 72 train accidents in Indian Railways in the

year 2017-18 as compared to 165 train accidents in the year 2009-10. The train accidents per million kilometers have reduced to 0.06 in the year 2017-18 in comparison to 0.17 during the year 2009-10. Thus, a healthy trend is depicted in this area.

Safety and Security of commuters in Indian Railways is taken care of by the Railway Protection Force and the Government Railway Police for better protection and security of railway property and commuters.

The SNCF has the rail network not only in France but also in 120 foreign countries. The Indian Railways should also expand its network in the neighbouring countries. The USA has the largest network of Railroad in the entire globe while the Canadian Railways have the low operating ratio at 65 percent. However, the Indian Railways have the highest PKMS in the entire globe.

High Speed Rail is the order of the day. Hence, the Indian Railways should change in accordance to the changing scenario to tap the potential demand on one hand and to provide the best services to the commuters on the other.

A few Suggestions

The Railway Board is the brain and eyes of Indian Railways. However, the Greater autonomy is the need of the hour.

The Organisational Structure in Indian Railways depicts vividly the superior and subordinate relations in a crystal-clear manner. The Nizam state Railway ruled for about 71 years in British India. A very long period indeed.

The Route kilometres in Indian Railways may be further expanded in the potential areas to tap the commuters demand, a few examples are Pune to Aurgangabad, Parliviajnath to Beed, Vizag to Simhachalam, Tirupati to Tirumala, Solapur to Tuljapur and Pandharpur. Nizamabad to Karimnagar and Kurnool to Srisailam.

The number of Railway stations may be further increased in the interest of the commuters. The network of Electrification should be further increased to cent percent (100 percent) in the interest of the commuters.

Table-4 : Group Wise Human Resources In Indian Raiways

Year	A&B Officers In Indian Railways	Group C employees In Indian Railways	Group D employyes	Total HR in Indian Railways in Thousands	Total HR Cost in Indian Railways ₹ In Crores	Total Cost in Indian Railways ₹ In Crores	Percentage of HR Cost to Total Cost in Indian Railways ₹ In Crores
1950-51	2.3	223.5	687.8	913.6	113.8	215.74	53
1960-61	4.4	463.1	689.5	1157	205.2	372.55	55
1970-71	8.1	583.2	782.9	1374.2	459.9	862.22	53
1980-81	11.2	721.1	839.9	1572.2	1316.7	2575.99	51
1990-91	14.3	891.4	746.1	1651.8	5166.3	11337.77	46
2000-01	14.8	900.3	630.2	1545.3	18841	34939.72	53
2010-11	16.9	1079.2	235.9	1332	51776.6	90334.88	60
2017-18	16.9	1133.5	120.3	1270.7	129336.48	177264	72.6
Analysis	7.34 fold	507 fold	17.49	1.39 fold	1136 fold	821.65 fold	



The number of wagons has increased significantly by 1.23 fold during the above study period. However, the passenger carriages should be more comfortable, safer, punctual, fire proof and accident proof in the interest of the commuters.

Indian Railways should provide exclusive AC 2 tier Trains, AC 3 tier Trains, sleeper class Trains and Women commuters Trains in the interest of the commuters. Life Insurance coverage should be mandatory for the commuters in Indian Railways.

The Human Resources cost to the total cost is at 72.96 percent in Indian Railways revealing vividly a lion's share in the total cost during the year 2017-18. Hence, the human resources cost should be controlled through rightsizing of the Human Resources in Indian Railways. The human resources can be controlled through yardsticks norms for the workload, apart from introducing sophisticated technology in Indian Railways.

The PKMS in Indian Railways has increased significantly by 17.70 folds while The NTKMS has increased substantially by 15.73 folds in Indian Railways during the above study period. Thus, the productivity is superb in Indian Railways during the above study period.

The Net Revenue in Indian Railways is substantial at ₹1665.61crores during the year 2017-18. The operating ratio may be controlled through reducing the Human Resources strength on the one hand and the Human Resources cost and other costs on the other.

The freight earnings are 2.14 times of passenger earnings depicting vividly the lion's share of freight earnings in the total earnings in Indian Railways. A healthy trend is indicated

The operating ratio in Indian Railways is very high at 98.4 during the year 2017-18 as against 81 percent operating ratio during the year 1950-51. The operating ratio is too high in Indian Railways. Hence, the strategy should be adopted to control the operating ratio. The operating ratio may be controlled through rightsizing the manpower strength on one hand and the manpower cost and other costs on the other in Indian Railways

The operating ratio in SNFC is at 65 percent, Indian Railway should learn the lessons from the France Railways. The operating ratio is too high in Indian Railways.

The Value Added reflects the contribution of the Human Resources in Indian Railways. The Value Added by the Indian Railways is Substantial at ₹ 3,90,277 during the year 2017-18.

The train accidents per million kilometers have reduced to 0.06 in 2017-18 in comparison to 0.17 during the year 2009-10. A healthy trend is depicted.

The Indian Railways should focus on the core business to run the trains through BPO and KPO.

The implementation of the 7th Central Pay Commission Recommendations to Railway employees will have the impact on the Human Resources cost burden. Hence, the passenger fares and freight tariff may be increased by TWO rupee per kilometer to overcome the cost burden. This may be one of the right steps in this direction. Indian Railways should earn profits to retain, sustain and for further growth and development in the future.

The SNCF has the rail network not only in France but also in 120 foreign countries. The Indian Railways should also expand its network in the neighboring countries. The USA has the largest network of Railroad in the entire globe while the Canadian Railways have the low operating ratio at 65 percent. However, the Indian Railways have the highest PKMS in the entire world.

High Speed Rail is the order of the day. Hence, the Indian Railways should change in accordance to the changing scenario to tap the potential demand on one hand and to provide the best services to the commuters on the other. Thus, the performance of Indian Railways is highly superb in the above study period.

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Marching Towards A Grievance Free Division – Adra on SER

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With increasing operational cost in Railway Industry, it has become imperative to achieve economic balance by achieving maximum result from barest minimum cost and consumption of time in all spheres, be it through mechanism or manpower. Human Resource is a vital element in all organisations including railways. Machines are overhauled, lubricated, periodically maintained through various methods and if damaged due to overage, mishandling or accident etc. mended. In the long run when machines become irreparable are replaced by new ones while for manpower there is no such provision available except human treatment. Human sentiment though intangible, is much more complicated, effective and injurious than any tangible huge device in reference to size and power. And as such, employees' sentiment management is the most difficult task for the managers. Grievance even though many a times not correct but if anybody believes and thinks himself deprived, it is inescapable duty of the HRD managers to convince and make the employee concerned realize and believe that his contemplation was not correct and administration is right. Generating sense of being an integral part of the organisation among work force is the basic task of HRM practice. This is typically severe situation for HR managers to overcome discontentment among working class. Timely redressal of employees' genuine grievances and side by side hearing in person even the imaginary ones both are most effective tools to accomplish high quality and large quantity of production from existing work force within target time and cost. Human character is a characteristically sentimental gadget invisibly present in each individual, be it a common fellow or a railway employee. Sentimentality is influenced and becomes passionate even with negligible issues when anyone feels underprivileged of regards, respect or benefits, what they think due or admissible. Their thinking many a times may not be lawfully true but logically correct to their own feeling and to combat with such peculiar state of affairs, HR managers play an important role to overcome growing displeasure among work force affecting quality and quantity of service, especially the safety related working people whose mental agony may cause a lot of unfortunate incidents. As all of us know, timely redressal of employees' grievances is one of the major tools to promote employee-employer relationship, develop cordial industrial relation or in other words grievance redressal has a vital impact to increase productivity. Employees' zeal, zest, commitment, devotion, passion, skill, emotion physical-cum-mental health all are inter-related to satisfaction, pleasure, inclination and other human feelings leading to create values and reverence level of human being to a large extent. At times when some expected benefits what the employees strictly believe to be admissible but not paid due to its inadmissibility as per rules, they create discontentment among the workers affecting their human qualities and morale values or even confidence on railway administration leading to depression,

discourage, demoralization, reluctance, absenteeism, resulting in adverse impact on loyalty to administration, dedication, reverence to supervisors and managers. Strong feelings of deprivation sometimes gives birth to revengeful behavioural disorder and demotivation among the working people in the industry. It may lead to fatigue, poor health, disobedience to personal safety, industrial safety or even public safety, carelessness to personal health, habits, nature etc. Thus the role of grievance redressal to attain organizational goal is important to a great extent.

Keeping in view the above HR Management strategy, the then Sr. DPO/SER/Adra Sri M.K.Prasad, IRPS (now CPO/IR/SER) and his team comprising of other Personnel Officers and skilled Staff & Welfare Inspectors felt the need of opening an independent and well equipped Grievance Cell in Sr.DPO's office and to make it purposeful, a cell with separate entity and status named Employees' Grievance Redressal Cell (EGRC) headed by a Chief Staff & Welfare Inspector was set up on 1 July, 2014 to combat with the grievances of serving and retired employees including members of bereaved families. Going ahead to some extent away from the conventional redressal system, the unique working style of the cell in registering the grievances received from various sources like NIVARAN, CPGRAMS, Railway Board through zonal headquarters, Minister/MP/MLA/VIPs and monitoring its redressal claims to be very much effective and result oriented.

Adra division on SER is not only very much keen to entertain, hear and give proper consideration in a systematic manner but conducts study on reason analysis and remedial action to prevent such type of grievance for other employees as well. Beside monitoring timely redressal of genuine grievances, the cell functioning in Sr. DPO's office headed by the senior-most Chief Staff & Welfare Inspector invites aggrieved persons for explaining pros and cons of the apparently whispered or presumed grievances, across the table to convince the reality of the issues and its admissibility as per rules. DRM and ADRM give top most priority on employees' grievances. A system has been functioning to monitor the cases where DRM orders to dispose off representations within a period of 10 days from receipt, locally known as 'D+10' cases and these 'D+10' cases are closely monitored by DRM Secretariat on computer. DPO (I/c) personally holds review meetings. A WhatsApp group is in use to communicate the reported grievances received by Officers or Welfare Inspectors through any means, be it written representation, e-mails, WhatsApp, tweet or even a telephone call. Boards are displayed on walls of DRM Office building specifying location of Grievance Cell, name and mobile phone number of Chief Staff & Welfare of the Cell for easy reach by common employees. Side by side, apart from redressal of grievances, this cell functions as a 'Depression Counselling Centre' for benefit of the serving employees. During the period from 1st April, 2016 to 30th June, 2020 the division disposed of a record number of grievances making it ZERO on 30th June, 2020.

2016-17	NIVARAN					CPGRAMS				LOCAL GRIEVANCE					
	O.B.	RD	TL	CL	CB	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB
APR16	-	-	-	-	-	0	18	18	8	10	31	14	45	6	39
MAY	-	-	-	-	-	10	9	19	8	11	39	9	48	9	39
JUN	-	-	-	-	-	11	15	26	23	3	39	6	45	6	39
JUL	-	-	-	-	-	3	16	19	15	4	39	2	41	7	34
AUG	-	-	-	-	-	4	19	23	17	6	34	5	39	8	31
SEP	-	-	-	-	-	6	12	18	7	11	31	10	41	8	33
OCT	-	-	-	-	-	11	8	19	15	4	33	7	40	8	32
NOV	-	-	-	-	-	4	5	9	3	6	32	-	32	6	26
DEC	0	7	7	7	0	6	10	16	7	9	26	16	42	11	31
JAN17	0	3	3	3	0	9	11	20	11	9	31	4	35	5	30
FEB	0	0	0	0	0	9	10	19	16	3	30	4	34	5	29
MAR	0	5	5	5	0	3	11	14	9	5	29	9	38	1	37
Total 0		15	15	15	0	0	144	144	139	5	31	86	117	80	37
2017-18	NIVARAN					CPGRAMS				LOCAL GRIEVANCE					
	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB
APR17	0	3	3	3	0	5	7	12	11	1	37	7	44	7	37
MAY	0	6	6	6	0	1	12	13	7	6	37	12	49	17	32
JUN	0	1	1	1	0	6	12	18	17	1	32	4	36	4	32
JUL	0	3	3	1	2	1	9	10	4	6	32	2	34	28	6
AUG	2	3	5	5	0	6	19	25	25	0	6	7	13	3	10
SEP	0	7	7	7	0	0	5	5	4	1	10	3	13	1	12
OCT	0	1	1	1	0	1	5	6	6	0	12	5	17	2	15
NOV	0	8	8	7	1	0	11	11	11	0	15	9	24	10	14
DEC	1	5	6	6	0	0	8	8	8	0	14	14	28	11	17
JAN18	0	6	6	6	0	0	2	2	2	0	17	6	23	6	17
FEB	0	5	5	5	0	0	0	0	0	0	17	8	25	4	21
MAR	0	10	10	10	0	0	4	4	4	0	21	4	25	1	24
Total 0		58	58	58	0	5	94	99	99	0	37	81	118	94	24
2018-19	NIVARAN					CPGRAMS				LOCAL GRIEVANCE					
	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB
APR18	0	4	4	4	0	0	5	5	5	0	24	8	32	9	23
MAY	0	7	7	5	2	0	11	11	11	0	23	9	32	8	24
JUN	2	7	9	9	0	0	9	9	9	0	24	10	34	25	9
JUL	0	2	2	2	0	0	9	9	9	0	9	7	16	7	9
AUG	0	8	8	7	1	0	7	7	7	0	9	7	16	7	9
SEP	1	9	10	7	3	0	6	6	6	0	9	9	18	9	9
OCT	3	9	12	12	0	0	10	10	10	0	9	5	14	5	9
NOV	0	7	7	7	0	0	6	6	3	3	9	0	9	6	3
DEC	0	3	3	3	0	3	15	18	18	0	3	7	10	10	0
JAN 19	0	4	4	2	2	0	7	7	7	0	0	7	7	2	5
FEB	2	5	7	6	1	0	9	9	9	0	5	6	11	2	9
MAR	1	1	2	2	0	0	4	4	4	0	9	4	13	13	0
Total 0		66	66	66	0	0	98	98	98	0	24	79	103	103	0
2019-20	NIVARAN					CPGRAMS				LOCAL GRIEVANCE					
	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB
APR19	0	18	18	12	6	0	12	12	11	1	0	6	6	2	4
MAY	6	9	15	15	0	1	9	10	10	0	4	10	14	13	1
JUN	0	12	12	12	0	0	11	11	11	0	1	5	6	5	1
JUL	0	7	7	7	0	0	15	15	15	0	1	9	10	9	1
AUG	0	3	3	3	0	0	7	7	7	0	1	1	2	2	0
SEP	0	4	4	4	0	0	14	14	14	0	0	3	3	3	0
OCT	0	9	9	9	0	0	9	9	9	0	0	4	4	4	0
NOV	0	5	5	5	0	0	12	12	12	0	0	3	3	3	0
DEC	0	0	0	0	0	0	10	10	10	0	0	4	4	4	0
JAN 20	0	1	1	1	0	0	20	20	20	0	0	6	6	6	0
FEB	0	1	1	1	0	0	5	5	5	0	0	2	2	2	0
MAR	0	0	0	0	0	0	17	17	17	0	0	1	1	1	0
Total 0		69	69	69	0	0	141	141	141	0	0	54	54	54	0
2020-21	NIVARAN					CPGRAMS				LOCAL GRIEVANCE					
	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB	OB	RD	TL	CL	CB
APR 20	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0
MAY	0	0	0	0	0	0	7	7	7	0	0	4	4	4	0
JUN	0	8	8	8	0	0	8	8	8	0	0	6	6	6	0

Totem Pole in India : Myth Mingles Rituals

Shri Pallab Mukhopadhyay
Former PRO, S E Railway

A totem is a spirit being, sacred object, or symbol of the qualities, experience and exploits of a tribe, clan, family or individual. It's as if they've always known, inexplicably drawn to the animal or having a special feeling for the animal's energy as per their and/or his belief system. The totem carvings tell a story, revealed only if one knows the meaning assigned to various animals, fish, birds and zoomorphic or anthromorphic motifs, symbol, figures or designs and where they are placed on the pole. The carvings may symbolize or commemorate ancestors, cultural/religious beliefs that recount familiar legends, clan lineages, or notable events. The word totem stems from the Algonquian (most likely Ojibwe) term *odoodem* [o'tu:tem], meaning "(his) kinship group". Those tall/short narrow, free standing poles were likely preceded by an extensive history of decorative carving.

Totem poles were time consuming to make requiring significant manpower in their construction and erection. Totem poles were a sign of affluence and a display of wealth. Different belief systems of different tribes included *Totemism* and the decision to construct and raise a totem pole was a serious matter and subject to rituals and ceremonies. Totem poles serve many purposes beyond their beauty, and their meanings are as varied as the cultures that make them. Some totem poles represent stories or important events. ... These totems are used as a way to record the history and legends of the tribes. Figures on a totem pole are not gods to be worshipped. Totem Pole meanings are varied but there are 6 main types commonly commissioned by tribal leaders:

Native Legend & Story Poles

Because there was no written language, many native legends & stories were carved symbolically into Totem Poles and passed down orally from generation to generation.

Family Lineage, Heraldic, or Entrance (or house) poles

Heraldic poles display tribal and family history and proclaim the lineage and social standing of a family. A Lineage Totem Pole would allow easy identification of friend and foe. House poles were used to support large rafters both inside and outside clan houses.

Memorial Poles

These poles usually highlighted the life of an important elder or tribe



Totem Pole of Muriah Tribe, Chattisgarh

member. Totem poles can be made to fill a variety of needs, but their primary purpose is to commemorate a person or event. Some of the most common types of totems are entryway totem poles. These are placed at the entryway of a home to serve as a coat of arms of sorts. Entryway totems mainly serve to honor ancestors, make the family or clan's social and economic standing known, broadcast family accomplishments or detail a spiritual event.



Entryway Totem Pole of Sikkim



Entryway Totem Pole of North Eastern State of India

Ridicule or Shame Poles

Targeted high standing authority figures for their lack of leadership or others who had failed to fulfill an obligation or pay a debt. Used to record wrongs or erected to shame individuals or groups for unpaid debts, symbolic reminders



Totem Pole of Sing-Marhia Tribe Purkhauti, Raipur-3, Chhatisgarh



Langia Saura Tribe of Odisha

of quarrels, murders, debts, and other unpleasant occurrences.

Commemorative (or potlatch) poles

Potlatch poles celebrated festivals & special events and were usually the largest of all Totem Poles.

Mortuary or Grave Marker poles

Mortuary poles were built with a hollow carved in the back to hold the remains or ashes of the deceased. Grave Markers became more common as the practice of cremating decreased with the conversion to Christianity in many villages. On a more literal level, mortuary poles honor the dead by holding deceased ancestors' remains. Mortuary poles are like urns -- they contain a cavity that holds a deceased person's ashes.

The colors in the totem pole also have deep meaning. Colours are not just element of beautification of the pole but individual colours are another coding system in belief. This coding system may vary from tribe to tribe and from place to place. Red is the color of blood, representing war or valor. Blue is for the skies and waters, including rivers and lakes. ... Yellow is the color of the sun, bringing light and happiness. Green is the earth with its hills, trees, and mountains.

Amongst tribes of western hemisphere of the world connotations of different colours are, say, for blue peace, professionalism, loyalty, reliability, honor, trust, melancholia, boredom, coldness, Winter, depth, stability, professionalism, conservatism, democrats and purple stands for power, royalty, nobility, elegance, sophistication, artificial, luxury, mystery, royalty, elegance and magic. Amongst western tribes there are four sacred colors. Each of the Four Directions (East, South, West, and North) is typically represented by a distinctive color, such as black, red, yellow, and white, which for some stands for the human races.

Mortuary poles are usually called Brishakashtha (Bull Staff) in eastern India specially in Bengal and Odisha and Northeastern India in commemoration of family pride or special attainments of individual. Long back in Brish hata (market place for Bull Staff) in colloquial tongue Beshohata of Chandannagar of Hoogly

district Bull Staff were available in abundance. Bull Staff carvers had a lot of pride in their work and making a record breaking totem pole/ Bull Staff was quite a competitive endeavour. Even in the 2007 on the way to Arambag of Hoogly district after Mayapur crossing in the chiaroscuro of shades of greens few such bull staff were discerningly visible. but now with the passage of time and busy life people have abandoned those rituals resulting to extinction of this carving art and artisan. Still in Purulia, Hoogly, South 24 Paragana, Bankura, Bardhaman and Medinipur districts carved bull staff are found though rarely. Two such Bull Staff are preserved in State Archeological Museum Kolkata and five are kept in Ashutosh Museum Kolkata.

Based on the structural physiognomy Bull Staff are mainly of three broad categories-rectangular (244× 25× 21 cm or 229×20×16 cm), square(244×25×25 cm) and round (244 cm high and 79 cm girth or 229 cm height and 64 cm girth) type. For the purpose logs are chiseled out from large tree and chosen. Depending on many socio-economic factors, family tradition, cult, cast and creed system, and of course, expertise of artisan, different types of Bull Staff are found within those three broad categories. But, whatever type or category it belongs, must have five segments right from ground to top of the pole depicting human structure (Male/Female), Bull, Shiva Lingam, Chariot and Trident. Painted Bull staff are found only in Howrah and Hoogly districts and that too only in four colours — Red, Black, white and Yellow. Bull Staff/ Pole are normally erected at a conspicuous place so that passersby can see and remember the deceased.

Laszlo Kover, Speaker of the Hungarian National Assembly along with Janos Terenyi, Hungarian ambassador to India, and other Hungarian officials inaugurated the totem pole near the Darjeeling Gymkhana Club on 24th November, 2012 to mark the 170th death anniversary of Hungarian scholar, philologist and orientalist Alexander Csoma de Koros who had breathed his last in Darjeeling in 1842. The six-feet-high totem pole is carved out of wood and was flown to India from Hungary sometime back. This totem pole was erected to strengthen the links between famous Alexander Csoma de Koros's places of birth and death. ■



Bull Staff of Freedom Fighter Padmashree Sudhanshu Biswas (Bishnupur-South 24 Pargana) PIC Courtesy - Ujjawal Sardar

'HO GAYA'

Rebecca Chandy
Author



Every year, I go to Mumbai to watch the Mumbai Marathon.

It is not because I love the spectacle, but because my younger 2 daughters are both avid runners. The elder daughter who runs the full marathon (42 kms) has come 1st in her age category for the last 5 years and become a celebrity in Hyderabad. The Telugu newspapers were replete with her achievements. When I congratulated her she told me "Don't forget my rigorous running schedule every day and my daily stints at the gym!" My youngest daughter has won several golds in the half marathon category.

This time I sat in my wheelchair by the Peddar road crossing. There was a barricade there, of police vehicles, hemming in the spectators and so my driver and my maid, both with mobile phones in their hands were on the look out for red t-shirts as I told them the colour of the tunic with the bib numbers pinned on, in the event we missed them both running. We almost did miss them, until they were almost upon us, their faces with fixed stares as if they were in some other world! But the spectators by our sides were shouting "Gooed, gooed" and clapping, offering bottles of juice to these ghostly runners. In between, some noticed me in my wheelchair cheering them and asked me "Naani hai?" I, in my excitement, answered "hai, hai!", forgetting I was their mother and not their grandmother!

Many of the spectators are my-type people, out for a good spectacle and outing. We are strangers, but one in the enjoyment of viewing persons of all ages exercising their wills. As the colourful crowd of runners pass by, I ask myself: "Why is this race called a Marathon"? Legend has it that the Greeks won an unexpected victory over the Persians in the battlefield of Marathon in 498 BC. A soldier and 'courier' of sorts, called Pheidippides, was tasked with carrying the news of the victory to Athens, 40 km away. He ran the distance non-stop over rocky mountainous terrain, and declared the joyful news of victory. But the effort cost him his life and he fell down dead. The veracity of those very ancient events is not for us to dispute, but their long term influence is inspirational. When the first Olympic Games was conceived in 1896, a road race from Marathon to Athens was introduced, taking inspiration from the legendary run of Pheidippides. The race was named the Marathon.

Suddenly, in the midst of my musings, my maid and driver were at my side saying "Ho gaya" "Ho gaya". I shouted: "What 'Ho Gaya' the runners are still running!" By then, my daughters had already gone beyond me, and my co-spectators surrounded me saying "Madam, how old are you?" When I replied "94 years" they fell back and bowed their heads with a namaste and a "Gooed madam, gooed madam". My driver and maid lifted the wheelchair onto the pavement with me still shouting: "What Ho Gaya, people are still running!"

The police were still on guard on the opposite side, although the runners route was in front of us. I wish I could describe the facial expressions of the runners. They were like sleepwalkers, dead to the world, propelled by some inner compulsion of their own, and alive only to the thumping of their feet, hardly able to accept the water or juice extended to them by the adoring bystanders. For the 42 km runners, they were still to approach the sealink and a long distance lay ahead of them, but they plodded on. As they ran, each of them entertained a special image of some beautiful place or event and this 'make believe' image became a reality for them, dulling them to the painful reality of their present exhaustion and pain. And so they ran the race of their lives.

Next day, we read in the papers that my elder daughter, who was running the full marathon, had come 1st in her category for the 5th year running. The younger daughter (last year's gold medal winner in the half marathon) suffered cramps even before she met us, and struggled to finish, but managed to place 5th in her category.

There are various complusions to run this race, the most obvious being to achieve fitness of the body God gave you. It is a 'thank you God for life and health. I won't waste this gift you have given me'. The next could be a test of the human spirit, of tenacity, perseverance and endurance in attempting a seemingly impossible challenge. In the words of Eliud Kipchoge, the only man who has run the full marathon in under 2 hours : "The reason for running 1:59 is not the performance. The reason to run 1:59 is to tell that farmer that he is not limited; that teacher that she can produce good results in school; that engineer... that he can go to another project." And lastly, the reason could be to declare: "I have become Your child, since you, my Father, has told me: "Live the joy I have equipped you with." ■

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'MINI - GOA' – DIU

Shri Anil Saxena
Freelancer



Ghoghla, is the entry point to Diu from Una. Alcohol is legal in Diu.

Travelling by auto rickshaw anywhere in Diu town should cost no more than ₹50. From the bus stand into town is ₹50. To Nagoa Beach and beyond you'll pay ₹120 and to Sunset Point ₹60.

A small and serene island (13 km long and 3 km wide) with traces of its Portuguese past, Diu lies off the coast of the Kathiawar peninsula in the Arabian Sea. A long, narrow channel separates it from the mainland.

The Diu Fort, a primary imprint of the Portuguese on the area's heritage and architecture makes up a popular tourist attraction. Another interesting place is the Vanakbara, a small fishing village whose charm has tints of colourful fishing boats and humming of day to day activity. This perfect add-on to a visit to Gujarat will complete your experience with interesting museums such as the Sea Shell Museum, temples and churches.

Diu was a major port between the 14th and 16th centuries, when it was the trading post and naval base from which the Ottomans controlled the northern Arabian Sea shipping routes.

The Portuguese secured control of Diu in 1535 and kept it until India launched Operation Vijay in 1961. Diu, Daman and Goa were administered as a single union territory of India until 1987 when Goa became a state. Many Diu families have joint Indian-Portuguese citizenship. With Daman, Diu is still governed from Delhi as part of the Union Territory of Daman and Diu and is not part of Gujarat. Diu includes Diu island, separated from the mainland by a narrow channel, and two tiny mainland enclaves. One of these, housing the village of

Scooters are a perfect option for exploring the island – the roads are deserted and in good condition. The going rate is ₹350 per day (not including fuel), and motorcycles can be had for ₹400. Most hotels can arrange rentals, but quality varies. You'll normally have to show your driving licence and leave a deposit of ₹1500. Local buses from Diu town to Nagoa and Vanakbara (both ₹12) leave Jethibai bus stand at 7am, 11am and 4pm. From Nagoa, they depart for Diu town from near the police post at 1pm, 5.30pm and 7pm. Diu town sits at the eastern end of the island. The northern side of the island, facing Gujarat, is tidal marsh and salt pans, while the southern coast alternates between limestone cliffs, rocky coves and sandy beaches, better for people-watching than sun worshipping.

Top Attractions in DIU

DIU Fort

Built in 1535, with additions made in 1541, this massive, well-preserved Portuguese fort with its double moat (one tidal) was one of the most important Portuguese forts in Asia. Today sea erosion and neglect are leading to a slow collapse. Cannonballs litter the place, and the ramparts have a superb array of cannons. The lighthouse is Diu's highest point, with a beam that



reaches 32km. There are a couple of small chapels, one holding engraved tombstone fragments.

Fort Diu, located on the Western coast of India was built by Portuguese during their colonial rule and is now under the administration of India government. The fort- cum - castle, is known as 'Praça de Diu' in Portuguese, is situated on the southern tip of Gujarat and is at the mouth of the Gulf of Khambhat. The Fort of Diu is a colossal structure that occupies a prominent place on the tourist's list. The enchanting fort commands a magnificent view of the sea, and a jetty constructed on the northwestern coast is still under use and was once used to trade with Cambay, Broach and Surat in Gujarat. The lighthouse that one can climb leads to the highest point on the island and provides a spectacular view of the surrounding. Cannonballs litter the entire place, and the parapet has a fantastic array of cannons.

It was built in the year 1535 after the alliance between Bahadur Shah, the Sultan of Gujarat and the Portuguese when Humayun, the Mughal Emperor waged war to annex the territory. Portuguese rule over Diu and the fort is considered as the longest ever colonial rule in the world. They ruled over the territory for 424 years, from 1537 to 1961 (even after India's independence from British) and were ousted from Diu only when the government of India launched a military action called the 'Operation Vijay'. Along with the Basilica of Bom Jesus in Old Goa, Diu fort was listed as the seven wonders of Portugal but during their colonial rule. This new achievement further highlighted the importance of the fort and put it on the world tourism map.

GHOGHLA Beach

Ghoghla Beach, north of Diu town, is the best beach on the island. A long stretch of sand, it has less trash and fewer people than the other nearby beaches, along with gentle waves and one or two restaurants. Away from the area near the access roads the beach stretches for miles before gradually merging with the sand dunes.

GOMPTIMATA Beach

On the south coast 9km west of Diu town begins the sandy 2.5km sweep of Gomptimata Beach. It's often empty, except at busy weekends, but it gets big waves – you need to be a strong swimmer here.

NAGOA BEACH, Diu

Famous for its pristine beauty and swaying palm trees, Nagoa Beach in Diu is an ideal and a recommended place for tourists all over the world. The place is well connected with the resorts, hence making it easy for the travellers to relax and explore its beauty at the same time. The beach is surrounded by beautiful palm trees swaying in the cool breeze which creates an exotic environment for the travellers to laze around. The serene beauty of the beach due to its white sands and quiet blue water is worth experiencing and enjoying.

The beach is located in the Nagoa hamlet of Bucharwada village and serves as an attraction for its Hoka trees which produces a unique kind of fruit. It is very much known for its water sports along with camel and pony riding. Sunbathing can turn out to be the most intoxicating experience at the Nagoa Beach. Shops and restaurants act as refreshments which are one of its kinds. The beach extends over an area of 2 km from one end to the other. A walk along the shore mixed with witnessing the sunrise and sunset is a great way to relax one's mind.



Church in DIU

St Paul's Church

Cavernous St Paul's is a wedding cake of a church, founded by Jesuits in 1600 and then rebuilt in 1807. Its neoclassical facade is the most elaborate of any Portuguese-era church in India. Inside, it's a great barn, with a small cloister next door, above which is a school. Daily Mass is held here.

Church of St Francis of Assisi

A surprise awaits at this church, founded in 1593, and previously used as a hospital. The whitewashed exterior is all flaking paint and sea-spray decay, but the interior has recently been faithfully restored to its Portuguese-era beauty. There are blue-and-white arches and a giant carved wooden altar complete with images of the Virgin. Sadly, it's often locked, but even if it is you can normally peek through the wire-mesh doorway in order to ogle the interior.





Hindu Temple in DIU

Gangeswar Temple

Gangeswar Temple, on the south coast 3km west of town, just past Fudam village, is a small coastal cave where five Shiva linga (phallic symbols) are washed by the waves. The most scenic way to approach it is by the good, virtually empty coastal road that starts from near the Sunset Point.

Significance of Gangeswar Mahadev Temple

The Pandava brothers were the ones to install the five Shiva Lingas at Gangeswar Mahadev during the period of their exile from the kingdom of Hastinapur. Bounded by a serene atmosphere, this cave temple radiates such powerful energy which is honoured by the devotees of Lord Shiva all over the world. If you are planning a trip to Gujarat, this is one place you would not like to miss out on for the beauty along with the peace that this place offers to you away from the busy and fast-moving life. It is a perfect getaway.



Legend has it that while the Pandavas were serving their exile when they were banished from the kingdom of Hastinapur for 12 years, they worshipped Lord Shiva who was present in this temple. This temple is also known as 'Seashore Temple' since it is situated near the seashore. During their exile period, when the Pandavas visited this place in search for a place to worship before having their food, they installed five Shivalingas along the edge of the water and considered it to be the true form of Lord Shiva. On the rock above the Shiva Linga is a Seshanag which was carved to look out for the Shiva Linga. Lord Ganesha, Lord Vishnu, and Goddess Lakshmi can be found at the entrance of the Gangeswar temple. At the time of high tide rise, the crystal clear water of the tidal waves cleans the whole temple along with the Lingas. It appears as though the waves of the sea are paying respect to the deity residing in this place. It has become one of the major pilgrimage sites for worshipping Lord Shiva due to its serenity and beauty.

Sunset Point - Landmark in DIU



Sunset Point is a small, scenic headland at the southern end of the namesake beach, topped by the INS Khukhri Memorial – a model of the Indian Navy frigate sunk off Diu during the 1971 India–Pakistan War. Unfortunately, the region around the point is also a dumping ground, and any early-morning excursion will reveal that the tidal zone here is a popular toilet venue.

Nagar Sheth Haveli

The most impressive and elaborate buildings in Diu town's western maze of tiny streets are found in the Panchwati area. Nagar Sheth Haveli, an old merchant's house, is particularly notable for its stucco scrolls and copious fruit carvings.

Naida Caves

Located outside the city wall of the Diu Fort, the Naida Caves are a group of interlinked caves constructed by the Portuguese. The caves are only a short distance away from the Diu town and they feature a big network of tunnels with square hewn steps that remain completely unexplored. Naida Caves is one of the most underrated tourist attractions of Diu but it is as wholesome for an explorer or a history buff as for a photographer.

Naida Caves got their shape eventually after the Portuguese ruled over Diu and broke down sections of a huge rock formation that they used for construction. Interestingly, these caves were formed due to geological irregularities and natural processes over time. Naida Caves is slowly being recognized as one of the most magnificent attractions since prehistoric times. The caves also have a natural opening that lets in sunlight, making it photogenic. During the 20th century, when the Portuguese were not ready to leave Diu, Operation Vijay was launched to seize control by the Indian Army and several soldiers were stationed at the Naida Caves during that time.



Gate in DIU

Zampa Gateway – Gate in Diu

Painted bright red, this main town gateway in the huge city wall that hems in the western side of Diu has carvings of lions, angels and a priest, while just inside it is a chapel with an image of the Virgin and Child dating from 1702.

The Best Time to Visit DIU



The best months to plan a trip to Diu are November to February during the Winter season because of its ideal weather and a host of activities that are sure to keep you engaged. From thrilling watersports, calm beaches, historic architecture, abandoned forts and lip-smacking food; Diu is a paradise in Winters. I visited Diu on 3rd January, 2020, this year. ■

How to Reach Diu

Diu is connected to other parts of Gujarat and the country with good road network. Diu does not have its own railway station and the nearest railhead is at Veraval /Somnath which are 90 km from Diu. One can take a taxi from veraval or Somnath to reach Diu. Diu also has its own airport and daily flights connect Diu to Mumbai and to Porbandar.

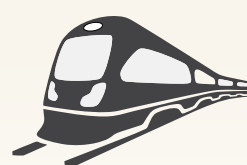
Diu can be reached via air from the Diu Airport. It is the only airport that connects the Union Territories of Daman and Diu to the rest of the country.



Nearest Airport: Diu Airport (DIU)

How to Reach Diu by road

Buses run from Porbandar, Junagadh and Veraval. Therefore, in order to reach Diu via bus, you would have to first reach any one of these destinations. You could also self-drive along NH8 from Mumbai, Ahmedabad and Baroda.



How to Reach Diu by train

The Veraval (VRL) and Somnath (SMNH) Railway station is 87/90 Km away from Diu and is the nearest railway station to reach Diu. From these stations a

private car can be hired from Somnath to Diu and vice versa, and can return same day. ■

India's First Underwater Train : An Engineering Marvel

First Underwater Metro to Begin Services in Kolkata from 13th February, 2020

Shri Anil Saxena
Freelancer



Travelling by metro is an experience by itself. Yes, it can get very crowded where you might find yourself stuffed like a can of sardines, but the central AC, beautiful view of the city and excitement of the metro going inside a tunnel, is quite experiential. And India is all set to take the metro experience one notch higher. Kolkata will get India's very first underwater metro. The underwater metro will be built to pass under the beautiful Hooghly river on which the iconic Howrah Bridge is situated. The first phase of the East-West corridor connecting Sector V with Salt Lake Stadium in Kolkata was inaugurated on 13th February, 2020 at 5 pm by the Railway Minister Piyush Goyal. This was the inaugural run on the 4.88-km section, flagged off by the Railway minister. Regular commercial services which connect Sector V, Karunamoyee, Central Park, City Centre, Bengal Chemical and Salt Lake Stadium stations started from 14th February, 2020.

The City of Joy, Kolkata, saw the inauguration of India's first underwater metro by Railway Minister Piyush Goel. This marked the debut of the second metro line in the city. The metro line runs between Salt Lake Sector V and Howrah, which is known as the East-West Corridor in Kolkata. The underground metro stretches from Phoolbagan station up to Howrah Maidan, and has a total of six stations in between, including Phoolbagan, Sealdah, Esplanade, Mahakaran, Howrah, and Howrah Maidan.

It spans a total of around 16 km, with a part of it (around 10 km), running underwater in River Hooghly. While underwater, the train runs at a depth equivalent to a ten-storey building. The underwater stretch for train comprises of twin tunnels of 1.4 metres made with wide concrete rings that have been further fitted with hydrophilic gaskets to prevent water from entering the tunnels.

The first of its kind in the country, the metro train is said to be at par with the likes of Eurostar that connects



@PiyushGoyal (Facebook 19/07/2020)

भारत की पहली अंडर वॉटर ट्रेन शीघ्र ही कोलकाता में हुगली नदी के नीचे चलना आरंभ होगी। उत्कृष्ट इंजीनियरिंग का उदाहरण यह ट्रेन देश में निरंतर हो रही रेलवे की प्रगति का प्रतीक है। इसके बनने से कोलकाता निवासियों को सुविधा, और देश को गर्व का अनुभव होगा।



@PiyushGoyal (Facebook 19/07/2020)

Railway Promises, Railway Delivers: Take a look at the modern & state-of-the-art interiors of the new Phoolbagan Metro Station in Kolkata. Relentlessly working through lockdown, this 1st underground station on East-West Metro corridor is ready for passenger operations.

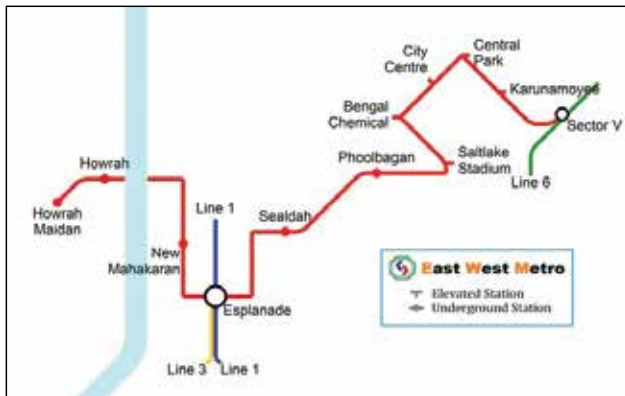
London and Paris. A staggering ₹8,500 million is said to be the cost of this path breaking metro project.

It is estimated that this metro will carry around one million passengers daily and will cut down the travel time between Salt Lake to Howrah from an hour to less than 30 minutes.

As per the Kolkata Metro Rail Corporation (KMRC), this is among the many 'firsts' in the country with regard to railway development.

The metro line, which is also the world's cheapest metro service will begin in Kolkata from this week after

the partial rollout of the East-West Metro service on February 13. As of now, Kolkata's Metro service caters to the North-South route, stretching from Dum Dum to Garia. The city will now get the East-West Metro, which happens to be the second Metro line in Kolkata after 1984. It is particularly special as a portion of the East-West Metro will run underwater. The new Metro line will connect Salt Lake and Howrah and is expected to be in business by 2021.



Kolkata East-West Metro corridor map

• Sector V

Out of all six, the terminal of Sector V is the biggest. The station has the provision to add two more floors for commercial use. It has a huge parking lot that can accommodate more than 100 cars.

Pros - A little walk will offer commuters the quickest, hassle-free to Sector V from Bypass and it will also be the cheapest option.

Cons - No traditional transport available here, not even a bus route. Walking is the only option here.

• Karunamoyee

It is the only station with five entry-exit points. It is likely that the station will have huge footfall since it is next to city and international bus depot.

Pros - Location wise, this station is the best in Salt Lake. It offers a connection with virtually every section of the satellite city.

Cons - Overcrowding is an issue.

• Central Park

It is the only single-storey station where the concourse and the platform are on the same level. This station has the best and the largest mural.

Pros - If you are heading to government offices from Bypass, this station will be the best. The station also has a strong auto and bus network.

Cons - Locals will avoid this station

• City Centre

This station is the smallest of the six elevated stations. It doesn't have approach corridors.

Pros - Its location makes it a good commute option for locals. The station is well-connected by auto and rickshaws.

Cons - The residents have petitioned to realign the auto and rickshaw routes.

• Bengal Chemical

The station has been given only partial nod. The fourth entry-exit will have to be built in a year.

Pros : The location is on Bypass which will help commuters. Kadapara offers auto and rickshaw options

Cons : Police wants the commuters to use the underpass.

• Salt Lake Stadium

It is currently a terminal station and will be the last elevated station when services are extended.

Pros : On EM Bypass, it has several bus routes. Autos are also available.

Cons : Joy-walking can be dangerous.

6 things you want to know about KOLKATA'S NEW 'UNDERWATER' METRO

1. It's Long

The 'Kolkata East West Metro Project' is 16.6 km long, and will include a pair of 10.8-km long rail tunnels that run underground. The remaining 5.8 kms will be at an elevation.

2. And Runs Underwater

The tunnel will include a 520-m section that will run under the Hooghly river, making it India's first underwater tunnel.

3. With Plenty of Stops

The underground Metro will stretch from Phoolbagan station up to Howrah Maidan, and will have a total of 6 stations in between, including Phoolbagan, Sealdah, Esplanade, Mahakaran, Howrah, and Howrah Maidan. The tunnel will cross the Hooghly river between Mahakaran and Howrah stations.

4. It Will Carry A Lot of People

Upon completion, the new Metro line will be able to carry around close to a million people every day- that's nearly a fifth of the population of Kolkata.

5. And Save A Lot of Time

The drive from Salt Lake to Howrah can take over an hour. The new Metro line will cut this down to less than 30 minutes. Even the river crossing, which can take 15 minutes by ferry and often 30 minutes by road, will now be crunched to just a minute.

6. It's Coming Together in Time

Phoolbagan is the first of the six stations along the East West Metro that is ready to function. And the Metro will be ready next year.

- The unique feature of this metro is the platform screen doors. The platform screen door will not only prevent accidental fall on tracks but also intentional fall. Inside the metro, we have many new features like the real-time monitor, through which any information which has to be disseminated to the passengers can be done from the control room directly.
- An obstruction detection system has been introduced to protect the passengers
- Around 2,100 passengers can travel at a time on this train which has 6 coaches. The facility of regenerative braking has been introduced so as to indulge in energy conservation practices.



Howrah bridge



Phoolbagan metro station

- Generally, there are 2 motormen on a Metro train but there will be only one on the new train. He will be responsible for monitoring the entire set up as the system is mostly machine-controlled.

The East-West Metro project, connecting the twin cities Kolkata and Howrah is being constructed by Kolkata Metro Rail Corporation (KMRC), which launched India's first metro project in 1984 with a North-South service.

India's first underwater metro train, passing through Kolkata's iconic Hooghly river, will begin service in 2022 March. The 16.6 km route with six stations on the way is having its terminal stations at Salt Lake Sector V and the Howrah Maidan. It is expected that 9,00,000 people will be travelling by this new line daily. KMRC, a joint venture company owned by Govt. of West Bengal and Govt. of India on a 50-50 partnership basis is launching this project as Kolkata Metro Line 2. Ministry of Housing and Urban Affairs holds the shares on behalf of Govt. of India

Nearly half of the project cost is funded by Japan International Cooperation Agency (JICA), which provided a soft loan of ₹ 41.6 billion. KMRC will repay the JICA loan over a period of 30 years after an initial six-year moratorium.

'India's first underwater train : Engineering Marvel'

An example of impeccable engineering, this train is proof of the progress made by Indian Railways. The average distance between the riverbed and roof of the twin tunnels is 19.5 metres and the distance between the ground level (of the riverbanks) to the roof of the tunnels is 33.24 metres. The under-river stretch measures 520 metres and lies at a depth of 13 metres from the riverbed.

The two tunnels are 16.1 metres apart and 5.5 metres in diameter. The metro will travel at a speed of 80 km per hour through the underwater tunnels and whiz through this section in a minute. This train will bring ease to the people of Kolkata and pride to the people of India." ■

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Thirumazhisai Alwar..

An Avatar..Manifestation of Lord Vishnu..and a Legendary Devotional Poet

Shri S. Rajagopalan

Retd. Instructor/Operating/ZRTI/TPJ

Born at a village called Thirumazhisai..near Madras and considered to be the manifestation of Lord Vishnu..of His sacred Chakra..this Alwar was deserted in a forest by his own parents in a dilapidated foetus form..That divine child started crying and immediately Lord Vishnu appeared before the child and blessed with divine powers..

In the mean while one childless person called Thiruvallan had taken the child and started to brought him up..The Alwar as a child grew with a different shape and shine every day with all sorts of cadency..Alwar at the age of seven created an environment around him with the divine power given by God started to explore Brahma..In that direction the tiny child Alwar encountered constant struggle between epidemical divinity and prevalent piousness..

Then the Alwar's fame reached Himalayan heights and people started to throng him for getting divine blessings..Fearing for loss of privacy the Alwar near Thiruvallikkeni..[Chennai] entered into a penance inside a cave for several years and simply chanted the Narayana Mantra..perennially..At that time the first Three Alwars of vaishnavite tradition..Poigai Alwar..Peyalwar and Budaththalwar. visited him and had a healthy consultations regarding the omnipresent of Lord Vishnu...

He had gone to Kancheepuram and established an Ashram along with his disciple Kanikannan and started to spread the supreme power of Lord Vishnu..One day a old lady who used to clean the ashram daily asked the Alwar to bless her with eternal juvenile boon...Alwar immediately prayed Lord Vishnu and that old lady got a charming youthful juvenile look..The king of kancheepuram heard the news and summoned the lady in juvenile look to the palace..On seeing the divine juvenile look of the lady he got her married and demanded juvenility to him also from the Alwar..Alwar simply refused and earned the wrath of the powerful king..The king ordered his disciple kanikannan to make him young with the power of his master where kanikannan expressed his inability..The king ordered kanikannan with a punishment of extradition from kanchipuram with immediate effect..Alwar on hearing the news decided to go out along with his disciple from kancheepuram and weaved a song in the ancient Tamil verse..Venpa form..asking the Deity Manivannan..the Lord Vishnu..also to accompany them..

Kannikannan is facing extradition..and going out..
Manivanna my Lord I am also going out of kanchee..
YOU need not simply sleep on Athiseda snake..
Roll the snake ..take it and follow us...

Astonishing to every one on that day..Lord Manivannan simply got up from his posture..put the Athiseda as a mat and rolled it as a luggage and followed the Alwar and his disciple..upto a place called Orivikkai...a village still standing testimony of this incident..

The entire kingdom of kancheepuram fallen into a pale and gloom and the king realized his mistake immediately

rushed to Orivikkai and fallen on the feet of the Alwar..and requested him to return to kancheepuram along with his disciple by duly cancelling his previous extradition orders...

Immediately Alwar in all his humility weaved another verse in the same venpa form..

Kanikannan is going to return back..and
Manivanna my lord I am also going to return
You also kindly return by duly placing Athiseda
And yourself in the original form..

On hearing the verse to every ones astonishment Lord immediately restored to His original place at kancheepuram and the gale and gaiety returned to the kingdom...

In another incident at Kumbakonam because of his colour..black ..the Brahmins of that time who were chanting Vedas stopped chanting the mantras..Alwar realized that his presence was the reason and started to move out silently and quickly from the place..Brahmins who were ready to continue from the place where they have left..totally forgotten and started to struggle for continuing..Alwar with his magnanimity simply enlighten them by taking a paddy seed and open it with his nail..indicating the word in Sanskrit.. "kirnanam vrihinam naga nipindam..[yajur veda..1.8.9]..The Brahmins on seeing this realized the Greatness of this Alwar and started to follow him after duly completing the veda mantras..At that time the deity of the local temple..turned the face in the direction of the Alwar witnessed by the priest performing poojas to the deity..The priest and the Brahmins to their awfulness found Lord Aranga in sleeping posture on a serpent in his body... At last the Alwar reached kumbakonam and attained the feet of Lord..His period was recorded as between 4203 before CGY[BC] and 297 after CGY..[AD]..

He had written so many divine traditional form verses.. like Thiruchchanda virutham..Nanmugan Thiruvandhathi..etc...

Let me simply give some of his verses in English in my own style..These are not translation or transcription...
Like the five of the land..four of the water
Three of the fire..two of the wind..and
One of the horizon..Thou definitely differing into
Different forms of these..and who could realize thee..?
The meaning of this rich acrostic form of poetry..

My Lord ..you are the five characters of land ie..land is permanent..it is having the productivity capacity in it...it is always fertile..it is immovable and indestructible...you are the four characters of water...ie..cohesion..adhesion.. bonding and surface tension..you are the three characters of fire ie heat light and oxidation..you are the two characters of the wind ie speed and direction..you are the horizon..ie colourless blanket of gas around our planet earth.

The lord Aranga ie Vishnu..is in the materialistic form and immortal form and ordinary human beings could not understand the omni presense and omni potent of Lord Aranga..because human beings are always surrounded with maya and caught between blood and water..where blood is always thicker than water..it is believed... ■

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