

From
ICF Staff Club
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To

INTEGRAL NEWS

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88: K.S.Rajakumar, SSE/88

Elect: M.Devaraj, SSE/85

36,54: A.Srivijayan,SSE/54

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TTC: J.Selvakumar,SSE/TC

D&D: Sabapathinathan.M,SSE/D&D

Hospital: Raju Balaji, Ch.OS

Web: K.Chandran, Webmaster/IT

Advisors:

S.Muthukumar, Dy CME/TPTY/SCR

B.Chandrasekaran,SME/D-II

K.N.Mohan, WM/A/S

R.Srinivasan, APE/PR/F



A Dynamic, Proactive and responsive leader- **Shri Abhay K Khanna, GM/ICF**, is retiring from service on 30th June. Though he is young and active both physically and mentally, he is retiring on attaining the age of superannuation.

His tenure was a golden period for ICF. During his tenure, ICF has witnessed all-round progress, broken records, and received special appreciation and recognition in many spheres. As it is not possible to print here all his achievements, some of them are given below.

Record outturn in 2011-12 and 2012-13: ICF sustained the increase in annual coach production and achieved the highest ever production of **1620** coaches in the year 2012-13. Such a high coach outturn was absolutely unimaginable just three - four years ago.

ERP: Under the able guidance of the GM, Enterprise Resource Planning (ERP) has successfully been implemented in ICF.

Export Project: ICF has successfully executed the project for export of stainless steel DEMU rakes for Sri Lanka Railways, with 15 out of the 20 rakes having been exported during 2011-13.

Special Designs: ICF has developed and manufactured special builds like Emission Test Car, AC-AC IGBT-controlled 1600 HP DEMU rakes, SPART and coaches fitted with IR DRDO Bio-toilets. ICF also secured the prestigious project for supply of 72 stainless steel IGBT-controlled AC EMU rakes for MUTP phase-II, and has started the production.

Special Recognition:

ICF won many laurels, which enhanced the image of brand ICF.

Golden Peacock Award : ICF received Golden Peacock Eco-Innovation Award – 2012 at 14th World Congress on Environment Management in July 2012. The state-of-the-art AC/DC EMU rakes manufactured by ICF for MRVC were declared winner of this award on account of their energy efficiency and unique amenities for passengers like forced ventilation system, GPS-based Passenger Information System, etc.

It is a well-known fact that ICF could achieve the Golden Peacock Eco-Innovation Award mainly due to the initiative personally taken by our GM.

SAP-ACE Award 2013: ICF received the SAP-ACE Award-2013 for the best payroll module implemented in ERP.

Sampoorna Dak Jivan Bima Sangathan Award: ICF received ‘Sampoorna Dak Jivan Bima Sangathan Award’ from Director of Postal Services in honour of excellent support extended to Postal Life Insurance.

Thrust on Technology:

During the tenure of our GM, there has been a constant and positive emphasis on using contemporary technology.

Seminar on Emerging Coach Technology:

An International seminar on 'Emerging Coach Technology' was conducted by ICF, in which officials of Railway Board, RDSO, MRVC and representative of the industry actively participated. This seminar, which showcased upgraded materials and latest coach technologies, marks a renewed perspective of ICF towards maintaining leadership in the rail coach market.

Technical Seminar on Modern Welding Techniques

A seminar on "Modern Welding Techniques on Railway Coaches" was conducted wherein officers from RDSO, RCF and Zonal Railways participated.

Corporate Membership

ICF has become an Industrial Corporate Member of Indian Institute of Welding so as to assimilate the latest technology in welding for improving the welding quality in coaches.

Tie-ups with IIT and NID

ICF proposes to tie up with IIT-Madras to seek expert inputs on eight broad parameters of coach safety. The most important of these involve finding better fire retardant materials, upgrading emergency exits to make them more reliable yet easier to release and engaging dynamics and vibration analysis to improve train speeds.

The ICF-IIT-M tie up will also explore energy efficiency methods such as use of solar energy, better utilisation of the energy dissipated during braking, installation of more energy-efficient apparatus and creative use of the power wasted during testing of power cars. The optimisation of air flow in AC coaches and the coach design for structural and interior furnishings are the other components of the collaboration.

Simultaneously, ICF is going to enter into an MoU with National Institute of Design (NID) on enhancing the aesthetics of coach interiors as well as passenger amenities in the coaches.

Thrust on Quality

Inspection by Technical Officers

For the first time in ICF, a system of quality check by technical officers has been introduced, through which a large number of useful suggestions have been collected. This system is again a result of GM's instructions.

Quality Audit

Quality Audits have been introduced, which enable monitoring the quality of manufacturing processes.

Emphasis on Green ICF

The employees have become environment-conscious as a result of the 'Go Green' campaign actively backed by the GM. Most employees are now familiar with 'green slogans', conserving energy and using the resources more prudently.

Philately Exhibition

The philately exhibition held at Regional Rail Museum / ICF was a success and it attracted all cross sections of public.

Staff Welfare Measures

Holiday Home at Courtallam

In view of the growing preference of ICF employees to visit Courtallam waterfalls, a Holiday Home was built at Courtallam and thrown open for ICF employees and their families.

ICF staff will ever remember his service to the ICF society. The world needs the services of such a person and we hope that he will continue his services in some other form.

+2 TOP SCORERS FROM ICF FAMILY

	
1182 Ch,CS=200 N.Sabarish, S/o.V.B.Narayanan, SSE/21	1173 CS200 J.K.Lakshmi divya, D/o.J.Gopalakrishnan SE/IT
	
1171 Ac.Com,BM=200 S.V.Kruthika D/o.V.Lalitha, CG1/Stores/S	1169 K.Vignesh, S/o.M.Kalaiselvan, JE24
	
1168 M=200 A.Anitha, D/o.Anandaselvam Accts/S	1166 S.U.Iniya D/o. S.Uthandaraman OS/Stores/S
	
1165 M=200 S.Mutharasan S/o.S.Sigamani, App Mech	1163 Bio=200 V.Sangeetha D/o.P.Venkatesaprasad SSE/14
	
1162 S.Kavya D/o.V.Sampathkumar, SSE/25	1159 R.Ananthakrishnan S/o.R.Rajagopalan, SSE/Shop.41

	
1158 V.Swarna, D/o Mrs. Gandhimathi – PS to CDE/M	1155 C.Haripriya D/o. S.Chandrasekaran Tech-1/11
	
1150 R.Hariprasad S/o.G.Ravichandran, SrClerk/TO/F	1149 Maneesh Reddy S/O A..Chandrasekhara Reddy, SSE/54
	
1149 G.Rashika D/o.M.Govindarajan, SPM/F	1148 R.Anitha,D/o Ragupathy, SSE/D&D
	
1142 B.Sathish S/o.P.Balaji, Sr ProgMan/S	1141 T.Savithra, D/o Tamilselvan,SSE/D&D
	
1138 K.Mathimaran S/o.P.Kathiravan, JE/22	1137 Ac=200 S.Kiruthika, D/o.G.Sukumar, SrTech/36
	
1137 CS=200 S.Saranya D/o.K.Sundar, OS/SD	1135 N.Srinithi, D/oNarayanan,SSE/D&D

	
1135 M=200 R.Kishore S/o.B.Rajendran, Tech-1/15	1135 M.Nivedha, D/o R.Muralidar,JE/D&D
	
1129 V.Vaibhavalakshmi D/o.K.Vijayakumar, OS/TTC	1126 S.Santhanalakshmi D/o.K.Suresh, Tech-II/28
	
1118 Syed Zubeda D/o.Syed Shafiullah shah, JE/Shop.54	1111 N.Singaravelan,S/o D.Neelakandan, SME/DSD
	
1094 B.Nishanthi D/o.V.Balakumar, SSO/S	1090 C.Aparna, D/o. NChandramohan, AA/S
	
1075 E.K.Shyam Sunder S/o.Logarani, OS/PB	1050 P.Varadarajan S/o. V.Renganathan, Tech-1/40
	1174 D/o.Narasimha rao, PB/S 1150 J.Thulasi Krishna D/o J.Niranjan, SSE/25 1069 B.Aparna, D/o.V.V.Kothainayaki, SrClerk/PB/S
1029 V.Divya D/o.R.Venkatraman, JE/Shop.30	

ABOUT ICF

by Sri R.Srinivasan, APE/PR/F, 9003141449

SHOP 37 – AIR BRAKE SHOP

This Shop is one of the vital Shops in ICF as it deals with Brakes, a very critical and important assembly in Coach manufacturing. From the inception of ICF till a decade ago, ICF-manufactured coaches were fitted with Vacuum Brake or Air Brake system. Due to a lot of design changes in Brake system & assemblies, the Vacuum brake system was totally withdrawn.

Sections and activities:

- There are two sections viz. Detail pipe section and Assembly section.
- From the beginning ICF till last year ICF was using Mild Steel pipes & pipe fittings, and reservoirs. From last year ICF has switched over to Seamless Stainless steel Pipes & Pipe fittings.
- Detail pipe section will carry out the activities such as Cutting, De burring inside, Grinding outer ends, Cleaning with Air and Cold bending.
- Pipes of different sizes such as OD 28mm, 1", 3/4" and 1/2" are used.
- ICF is now using Double Ferrule fittings in Air Brake System. Each end of pipe is fitted with DOUBLE FERRULE FITTING for joining with another pipe or equipment. Process of fitting Ferrule on pipes is called Swaging.
- Assembly section carries out various activities of assembling brake components in Driver cabin, under frame, bogie, HT, Compressor line and ASR (air spring).

AIR BRAKE SYSTEM

DEFINITION: The brake system in which compressed air is used in the brake cylinder for brake application is called air brake system.

Types according to Release:

1. Direct Release (USA)
2. Graduated Release (INDIA)

Types according to Pipes:

1. Single pipe air brake system (Goods)
2. Twin pipe air brake system (Passenger coaches)

Types according to mounting:

1. Under frame Mounted Air Brake system (old ICF coaches)
2. Bogie Mounted Air Brake system (Present ICF coaches)
3. Axle Mounted Disc Brake system with WSP (New LHB coaches)

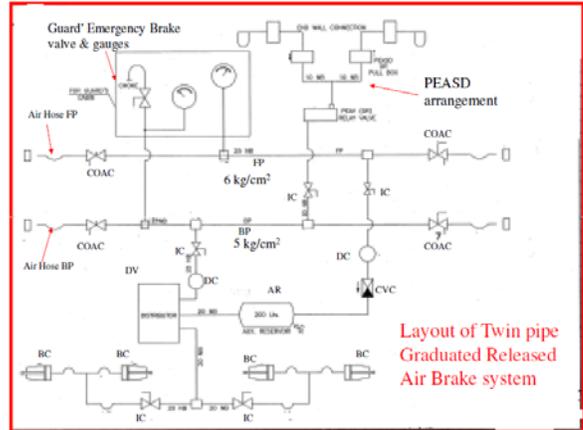
Graduated Release Twin Pipe Air Brake System

➤ Graduated Release means Brake Apply and Release can be achieved in small steps by Brake valve control .It has better control while descending in slopes.

➤ Twin Pipe means there are two pipes such as BP (Brake pipe) and FP (Feed pipe) charged with Compressed air. During brake application Air from Auxiliary Reservoir (AR) enters Brake Cylinder. For repeated Brake application Power of Brake may fade. To enhance the Qty of Air stores in AR and maintain uninterrupted supply Feed pipe is provided.

➤ In old brake mounting design, 2 Brake cylinders(BC) of 14" size, Distributor Valve(DV), 2 Aux Reservoirs(AR) were mounted on the Under frame and connected to Bogie through Levers and Slack adjusters.

➤ Now in Bogie Mounted Brake System ,2 brake cylinders of 8" size with built-in slack adjuster fitted on each bogie. DV mounted on Underframe. It has eliminated heavy slack adjusters, Control rod, levers etc. Advantage is weight reduced and braking distance improved to 800m.



S#	Parts	Qty/Coach	Function
1	Brake Pipe (Green), Feed pipe (white)	Runs along the length of coach	Stores Air under Pressure and feeds the system
2	Brake cylinder	4	Brake application & release by air to / from BC.
3	Aux reservoir	2	Stores compressed Air ,supply it to BC at Braking time
4	Control Reservoir (CR)	1	Full control over brake application and release of Distributor Valve
5	Distributor Valve(DV)	1	Charges CR,AR; Connects BC with AR; Supplies 3.8 kg/cm ² pressure air; Stops charging AR by BP during braking; exhaust BC air while releasing ; Provides manual release of brake when needed.
6	Quick Release Valve (QRV)	At bottom of DV	QRV lever is pulled air pr is exhausted through Release valve; Air from BC exhausted to DV; within 10 sec BC pr to '0'; releasing brake without recharging air pr in BP
7	Cut off Angle Cock	On either side of BP & FP	Enables detachment of coach without loss of air in BP/FP
8	Check valve with Choke	Branch of FP between Isolating	Charges Aux Reservoir (allows Air one way)

		Cock	
9	Isolating Cock (IC)	In each BC before Emergency Valve between CVC and DC	To isolate any components from the system
10	Dirt Collector (DC)	At the junctions of Main air pipe and branch pipe of each BP & FP	To trap Dust and moisture
11	Flexible Air Hose	At Ends	To connect Coaches from Engine to last Coach

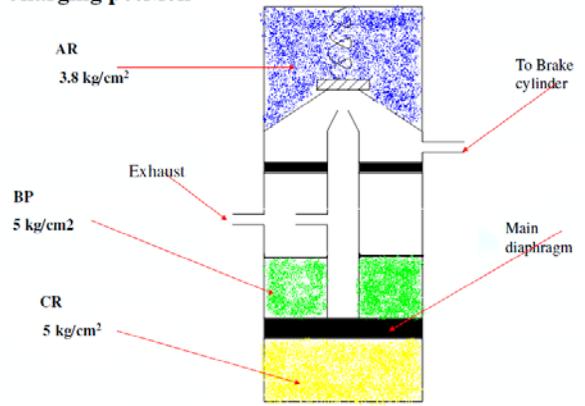
Functions:

S#	Status	Condition /Function
1	Normal Running	CR and AR connected to BP thro' DV. All are at same pressure. BC connected to exhaust thro' DV
2	Brake applying	Driver operates Brake valve to brake position. Air in the BP is released to Atmosphere. DV senses the pressure difference. AR link with BP is cut off. BC link to Open Atmosphere is Cut Off. AR air enter the BC and movement of Piston and in turn brake shoe and brake applied.
3	Brake Releasing	Driver operates BV to Release position. BP link to Atmosphere closed and pressure increased by FP air. AR link to BP restored and AR pressure increased. BC connected to Atmosphere. Piston moves down and Brake released.
4	Passenger Emergency Alarm pulling	Wire rope opens the Pilot valve. Relay valve allows BP air to Atm. Emergency braking applied. It gives signal to Driver for stopping the train.
5	Manual Releasing	Whenever the Engine is detached, the BP pressure is brought to Zero and brake application takes place due to the existence of CR pressure. When the lever of Quick Release Valve is pulled, air pressure of CR below the main diaphragm exhausts to the atmosphere through release valve in turn the BC pressure is connected to exhaust through DV for releasing brakes.

Last date for submission of applications:

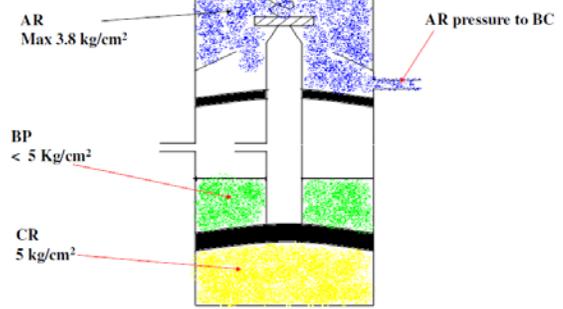
Protocol Inspceter : 10.06.213

Charging position



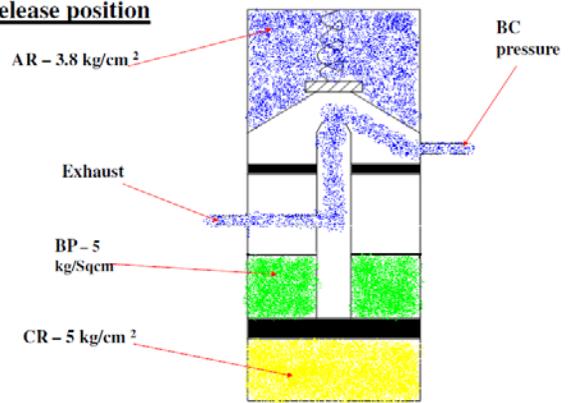
Three Pressure Valve

Application Position



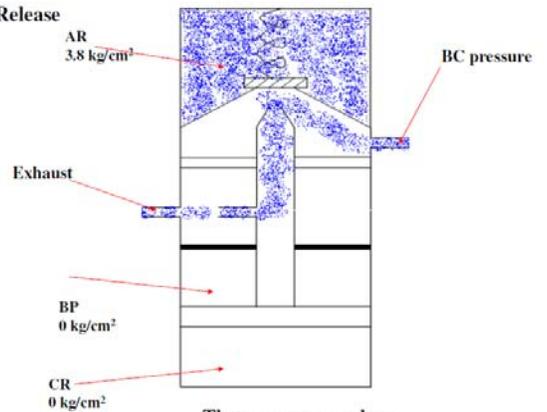
Three Pressure Valve

Release position



Three pressure valve

Manual Release Position



Three pressure valve

Electro Pneumatic Braking System (EP Brake)

In EMUs and DMUs, very frequent brake application and quick stoppage of train is required. For this, along with Pneumatic (AUTO brake), Electro Pneumatic system (EP brake) is used.

➤ Motor coach/Power car has reciprocating compressor which delivers Air with 7 kg/cm² to Main Reservoir. BP gets air at 5 kg/cm² through Pr reducing valve. Both BP and MR separately connected to EP unit. Brake Cyl pipes connect BC and EP unit.

➤ EP unit has two valves namely Holding Magnet Valve and Application Magnet Valve.

➤ **Holding Magnet Valve:** Always Open. Energise to Close. Connects one side BC and other side Atmosphere. As it is Open, BC line will not have AIR during Release and Running condition.

➤ **Application Magnet Valve:** Normally closed, Energise to Open. Connects MR and BC line. In Release and Running condition no air supply between MR and BC.

EP brake Application & Release:

When EP brake is applied, Application Magnet Valve energized and Open. It allows MR air into BC thru pressure reducing valve (1.6kg/cm² for Motor coaches & 2kg/cm² for Trailer coaches). Holding Magnet Valve closes the BC line & exhaust. Thus Brake applied.

When Released, both regain the original position. Application Magnet valve closes the MR and BC line & Holding Magnet valve open BC and Exhaust line.

AUTO BRAKE:

A Triple Valve (diaphragm operated) in EP unit functions simultaneously by movement of single shaft.

Valve no.	Connection	Release & Running	Braking
I	BP & AR	OPEN	CLOSED
II	BC & AR	CLOSED	OPEN
III	BC to Atmosphere	OPEN	CLOSED

Emergency Braking:

Both EP brake and Auto brake function Simultaneously.

Parking Brake: It is opposite to normal functioning, i.e. Brake Application by using Spring tension and Release by compressed Air.

REGENERATIVE BRAKING:

All EMUs are provided with this system. During Braking cycle the Traction Motors are made to work as Generators by utilizing the Kinetic Energy of moving train. Electrical energy generated is fed back to the supply line when EMF (Electro Motive Force) is more than the Supply voltage.

Motoring to Generation is smooth without any additional switching operation. During Regeneration in DC series type, Traction motors supply is disconnected and connected to Resistance. Whereas in 3 ph Induction type Traction motor supply is not disconnected.

Motor and Trailer coaches are fitted with small dummy reservoir and Pressure Transducer to sense the BC pressure and gives feedback to Micro processor. It carries out the concept of Brake Blending ,i.e Brake application to only Trailer coaches and Regenerative braking to Motor coaches.

Tread Braking:

It is also a pneumatically operated brake in which the Brake actuating cylinder and brake shoe as an integral part is fitted on the Bogie near the Tread portion of the Wheel. The braking force is applied directly on the Wheel Tread. It avoids the mechanical linkages and is controlled by micro processor. It provides more efficient and Quick application of braking. This type is used in Kolkatta Metro coaches.

- (to be continued)

EMPLOYEES RETIRING on 30th June '13

1	Jeevananthan .R	Tech-1..Welder	11
2	Gopal.S	Tech-1..Serang	13
3	Raghunathan .S	SrTech/Weld	14
4	Mani .R	Tech-1..MGL	16
5	Balaraman .S	SrTech/Weld	18
6	Vedapuri.T	Tech-2..MGL	18
7	Anbumani.R	Tech-3..Welder	20
8	Anbalagan .N	Tech-1..FGL	21
9	Saidalavi .N	Tech-1..Serang	21
10	Dasari Prasada Rao.	OS	22
11	Loganathan .E	Tech-1..FGL	22
12	Pandi.S	Tech-1..Elec	23
13	Bharathi.R	Tech-1..Paint	25
14	Pugazhendran .P	Tech-1..FGL	26
15	Balraj .E	Tech-1..Welder	26
16	Subramaniam .R	SrTech/FMW	40
17	Jagadeesan .E	Tech-1..FTR	41
18	Venugopal.V	Tech-1..FTR	41
19	Sanaula.A	Tech-1..MTR	41
20	Jayabalan .N	Tech-1/FMW	45
21	Irudayaraj .II	ChOS	Engg
22	Rani Sivaraman .	ChOS	PB/S
23	Savithri.B	Jr of Peon..	Plant
24	Vasanthan.K	ChOS	TO/S
25	Adhikesavan.R	SSE	TS/S
26	Kasi Sitarama Sarma.	SrTech/Elec	29
27	Rajamani .M	SrTech/Carp	30
28	Sivagnanam .M	SrTech/Carp	30
29	Gopal .M	SrTech/W.Mc	30
30	Krishnan .N S	Tech-1..FGL	30
31	Anbu .K	Tech-1..Welder	30
32	Kanniappan .J	Tech-1..Welder	30
33	Kumar.K	Tech-1/Carp	30
34	Munusamy.E	Tech-1/Carp	30
35	Partheeban.J	SrTech/Carp	32
36	Samson .U	J.E	33
37	Sivasubramanian.K	J.E	33
38	Shanmugham.S	Tech-1/Trimmer	34
39	Thuraipandian .	Tech-2..Elect	35
40	Balasubramani .P	SrTech/Paint	36
41	Gali Sundarraj .	Tech-1..Elec	39
42	Kannappan .K	Tech-1..Elec	39
43	Surendra Babu.De	SrTech/Paint	54
44	Palani.S	SSE	54
45	Muthu .D	Tech-1..Paint	54
46	Syed Ghouse .I	SrTech/FTR	81
47	Jaganathan.Ak	Tech-1..Elec	85

We wish them A Happy & Peaceful Retired Life

✓ Shri Pawan kumar Bhansal resigned from the post of Minister of Railways on 10th May. Shri C.P.Joshi, Road Transport and Highways Minister, took additional charge of Ministry of Railways on 13th May.



PHYSIO PAGE

MOVE... TO REMOVE...!

Physio.Kumaravel.M



LOW BACK PAIN



MEDICAL MANGEMENT: Mainly Analgesic, Non Steroid Anti Inflammatory Drugs (NSAID) is required. If necessary muscle relaxants/ Antidepressant as per DOCTOR's advice.

Epidural steroids injection is a long acting steroid for pain relieving. Its effect lasts for three weeks and is useful for chronic pain. It may reduce the use of painkiller.

CAUTION: Avoid Self-Medication.

PHYSIOTHERAPY MANAGEMENT

Physiotherapy plays a major role in the management of the pain. Present days, one- fourth of the referrals to physiotherapy are with LBP.

PHYSICAL AGENTS

Physical agents combined with other therapies like exercises give effective therapeutic result. Various types of physical agents like Heat, sound, electrical stimulation and cold etc., are used to treat low back pain.

Selection of the modality depends upon the causes, severity of the symptoms, duration of the illness, accompanying symptoms and overall the age of the patient.

ROLE OF PHYSICAL AGENTS IN LOW BACK PAIN MANAGEMENT:

- To reduce the pain and relieve the spasm (muscle tightness).
- To reduce inflammation (the reaction of living tissues to injury/infection).
- To prepare the muscles and joints for exercises.

EXERCISES

Exercises are very beneficial in the low back pain management. Regular, proper exercises may relieve the pain as well as prevent the recurrence.

ROLE/NEED OF EXERCISE IN LOW BACK PAIN MANAGEMENT

- To reduce the pain by increasing the endorphin (natural painkiller) level in the blood and Cerebrospinal Fluid (CSF-fluid around the brain, spine)
- To relieve the muscle spasm (tightness).
- To strengthen the weak muscles and improve the endurance of the muscles.
- To improve the nutrients to the joint's cartilages and inter vertebral disc (backbone).
- To stretch the contracted soft tissue structures (muscles, ligaments) & improve the flexibility of the spine.
- To decrease the work stress to spinal structures.

- **Psychogenic effect;** to reduce the symptom of depression and anxiety.
- To increase the alpha wave activity and produce relaxation.

- To improve the fitness and prevent the recurrence.

TYPES OF EXERCISES

- Spinal flexion exercises
- Spinal extension exercises
- Combined spinal exercises



SPINAL FLEXION EXERCISES

Trunk flexion exercises which maintain the tone and increase the strength of the abdominal muscle are called as spinal flexion exercise.

EFFECTS OF SPINAL FLEXION EXERCISE

- To strengthen the abdominal muscles and increase the endurance.
- To stretch the back muscles and reduce the stress on the lumbar spine (back bone).
- To stretch the hip flexors.
- To open the inter-vertebral foramen (opening in the back bone) and reduce the compression on the nerves and reduce the pain.
- To protect the lumbar disc (low back bone) by increasing the inter-abdominal pressure.



SPINAL EXTENSION EXERCISES

Exercises which maintain and increase the strength of the back muscles are called as spinal extension exercises.

EFFECT OF EXTENSION EXERCISES

- To maintain the normal lumbar curve (convex curve of the back).
- To improve the strength and endurance of the back muscles.
- To improve the mobility of the spine.
- To relieve the pressure on the discs in a certain kind of disc prolapsed patients.
- To improve and correct the posture (particularly prolonged flexion attitude posture in sitting and standing).

NOTE; Exercises should not be generalized but should be individualized depending upon the patient's conditions, causes, symptoms and age.

Wait for further Steps to Move

✓Shri Vinay Mittal, CRB, inaugurated a photo exhibition at Twin Art Gallery, New Delhi, organised by the Ministry of Railways to commemorate the 160 years of Indian Railways. The exhibition remains open for public from 10.30 a.m to 7.00 p.m. daily (Monday closed) from 24th May to 22nd June 2013.

✓Train No.12688/22688 & 12687/22687 Dehradun / Chandigarh – Chennai Central weekly express is extended to Madurai from 15th May.

The Public Procurement Bill 2012 **and Indian Railways**

by Sri G.Loganathan, DyCMM/P/S

According to a study of the Central Vigilance Commission, the Indian Railways adopts well-defined procedures governing the open tender and limited tender systems. Nonetheless, even if the procedures satisfy the main rules of transparency, it still does not overrule the possibility of tweaking the system in favour a particular supplier. Amongst the three different systems, the limited tender is the one that presents the most irregularities.

This paper makes an attempt to look into the changes that would be brought about, by the Public Procurement Bill 2012 in the rules and procedures adopted by Indian Railways, in its present form, by comparing the provisions in the bill with the existing practices and procedures of IR.

1.Application of the provisions of the bill

As per Clause 4 (1) of the bill, the provisions shall not apply to any procurement, the estimated cost or value of which is less than fifty lakh rupees or such higher value as notified. This means that the procurement of goods, works and services will be governed by the existing rules and instructions of the Indian Railways, for all procurements valuing less than rupees 50 lakh, resulting in duplicate set of procurement rules and regulations, with different terminology being used, which may result in confusion and difficult to handle. This may also be case with any emergency procurement, as it happens at the accident sites and elsewhere.

2.The Code of integrity (Clause 6(2))

The Public Procurement Bill has laid down a code of integrity to be followed by the procurement entity and the bidder. The bill provides for prohibition of offering or accepting bribe, any omission or misrepresentation of material facts, any collusion or bid rigging, improper use of information to gain undue advantage, any financial transaction between the bidder and procuring officials, any coercion or threat to influence the procurement, any obstruction of investigation of procurement process. The procuring entity has also been empowered to take appropriate measures against a bidder for breach of the code of integrity. It also provides for disclosure of conflict of interest as well as any previous transgressions made during last three years. Any violation of these provisions shall attract measures like exclusion of the bidder, encashment of bid security, recovery payments made with interest, recovery of compensation for any loss and debaring of bidder from future procurements.

Even though the rules and instructions issued by IR attempt to curb possibility of corruption in procurement, there is no exclusive provision either in the Stores Code or in any other official instructions, regarding the code of integrity to be followed by the bidders. It looks at the issue of bribe and corruption only from the angle of procuring officials and not from the other side. There is also no penal provision in the instructions, in the event of any bidder offering bribe with intent of gaining unfair

advantage over other bidders. In the event of any bidder caught in offering bribe, the act will be dealt with as per the provisions in the Indian Penal Code and the Prevention of Corruption Act. The penal provisions, as envisaged in the bill, may not apply. As per the existing instructions, the procuring officials (Tender Committee) have to declare a conflict of interest statement, while submitting their recommendations, but for purchases valuing less than INR 10 lakh, there is no such declaration and it is meant to be understood.

In spite of duplicate set of rules and procedures regarding code of integrity and conflict of interest applicable, the Public Procurement of Bill will address the present lacunae in the system at least for purchases valuing more than INR 50 lakh.

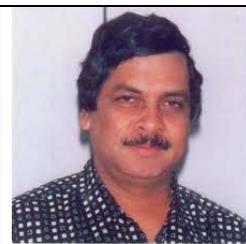
3.Time limit for processing of procurement

Delays in procurement decisions often mar the procurement process in India, resulting not only in cost and time overruns but malpractices as well. As per clause 10(1) of the bill, the expected time limit for completion of various stages of the process of procurement has to be indicated in the pre-qualification document, bidder registration document or bidding document and the procuring entity shall try to adhere to the time limit so specified, duly recording reasons for any modification. Even though such time limits are set internally at Zonal Railway level, the information is not made available in the public domain by default. With the provision in the bill to declare the time limits for finalisation of the tenders or registration process in the bid document / registration document, the procuring officials will now not only come under time pressure but also become directly accountable.

4.Evaluation Criteria

Clause 21 (1) provides for the evaluation criteria shall relate to the subject matter of procurement and may include not only the price but also i) the cost of operating, maintaining and repairing goods and works (total cost of ownership) and ii) the environmental characteristics of the subject matter. Indian Railway in its procurement of goods and works do not follow either the total cost of ownership in most of its procurements and taking the environmental characteristics in any of its procurements as of now. Further, sub-clause (3) says, as far as practicable, all non-price evaluation criteria shall be objective and quantifiable and sub-clause (5) requires the relative weights to be attached to each criterion shall be specified in the bidding documents. In most of the IR procurements, the evaluation is based on price only, once the minimum technical requirement is met with. Provisions of this clause will therefore bring about a major change in the evaluation of the bids.

To be continued-



In the Railway trade unions secret ballot election, SRMU has secured the requisite percentage prescribed by the Ministry of Railways and emerged as Single Recognised Union in Southern Railway. SRMU has got 46.58% of votes.

THE BENEFITS FOR SENIOR CITIZENS IN INDIA

I. Transportation:

Ministry of Road Transport and Highways:

i) Reservation of two seats for senior citizens in front row of the buses of the State Road Transport Undertakings.

ii) Some State Governments are giving fare concession to senior citizens in the State Road Transport Undertaking buses and are introducing Bus Models, which are convenient to the elderly.

Under Delhi Transport Corporation:

1. Special Hire Service: - Apart from the normal services, the Corporation also provides buses to the Citizens of Delhi on Special Hire for marriage parties, picnics, etc.

2. Free/Concessional Passes: - DTC also offers Free Passes to disabled persons, war-widows, their dependants, eminent sports personalities, Freedom Fighters etc. and Concessional Passes to various categories of commuters viz. Students, Senior Citizens, Residents of Resettlement Colonies, Journalists, etc.

For Senior citizens above the age of 60 years, Bus pass for all routes at Rs. 50 per month. Income has to be below Rs. 75000 per year.

Ministry of Railways:

1. Indian Railways provide 30% concession in all classes and trains including Rajdhani/Shatabadi trains for both males and females aged 60 years and above.

2. Indian Railways also have the facility of separate counters for Senior Citizens for purchase/booking/cancellation of tickets.

3. Wheelchairs for use of older persons are available at all junctions, District Headquarters and other important stations for the convenience of needy persons including the older persons.

4. Ramps for wheelchair movement are available at the entry to important stations.

5. Specially designed coaches with provisions of space for wheelchairs, handrail and specially designed toilet for handicapped persons have been introduced.

Ministry of Civil Aviation:

1. Indian Airlines is providing 50 per cent Senior Citizen Discount on Normal Economy Class fare for all domestic flights to Indian senior citizens who have completed the age of 65 years in the case of male senior citizens and 63 years in the case of female senior citizens subject to certain conditions.

2. Air India is offering discount of 55% to senior citizens of 60 plus on flights to USA, UK and Europe on economy class. Further, Air India has now decided to reduce the age of 60 plus for discount on their domestic routes as well with immediate effect. For Identity card, two passport sized photographs have to be submitted along with the form.

3. Sahara Airlines is offering 50% discount on basic fare for travel on its domestic flights only to senior citizens who have attained the age of 62 years. Discount is applicable in economy class only.

4. Kingfisher Airlines offers discount in Business class only for citizens of 65 years or above on sectoral basis. Age proof required.

5. Jetlite offers a discount of 50% on economy class for citizens of 65 years or above. One passport sized photograph required on the form along with age proof.

6. Jet Airways offers discount to senior citizens of 65 years or above.

For availing discount in domestic flights, senior citizens have to fill up a discount form along with a passport sized photograph and Age proof certificate. Jet Airways also provides Senior Citizen I-Card which is available in all ticket counters and requires 2 passport sized photographs and age proof certificate. For the I-Card a very nominal amount is charged.

II. Telecommunications:

i) Faults/complaints of senior citizens are given priority by registering them under senior citizens category with VIP flag, which is a priority category.

ii) Senior citizens are allowed to register telephone connection under N-OYT Special Category, which is a priority category.

iii) MTNL in NCR offers a discount of 25% on Rs. 250 per month Plan. Age limit is 65 years or above.

III. Ministry of Consumer Affairs, Food and Public Distribution:

i) Under the Antyodaya Scheme, the Below Poverty Line (BPL) families which also include older persons are provided food grains at the rate of 35 kgs. per family per month. The food grains are issued @ Rs.3/- per kg. for rice and Rs.2/- per kg. for wheat. The persons aged 60 years above from the BPL category were given priority for identification.

(ii) Under the Annapoorna Scheme being implemented by the States/UT Administration, 10 kg of food grains per beneficiary per month are provided free of cost to those senior citizens who remain uncovered under the old age pension scheme.

iii) Instructions to State Governments for giving priority to the Ration Card holders who are over 60 years of age in Fair Price Shops for issue of rations.

IV. Ministry of Health Family Welfare:

1. Separate queues for elderly persons in hospitals for registration and clinical examination.

2. Special Clinics, every Sunday between 10 am to 12 noon, for elderly persons available at the following hospitals in New Delhi.

- a) Lok Nayak Hospital
- b) GTB Hospital
- c) Deen Dayal Upadhyay Hospital
- d) Aruna Asafjahan Ali Hospital
- e) Sanjay Gandhi Memorial Hospital
- f) Dr. Joshi Memorial Hospital
- g) Babu Jagjeevan Ram Hospital
- h) Ram Rao Tula Memorial Hospital
- i) Lal Bahadur Shastri Hospital

The services include health check-ups, operations, treatment of physically invalid, gynecology, ENT and ophthalmology along with pathological and radio therapy facilities.

V. Income Tax (Ministry of Finance):

1. For senior citizens the exemption limit is Rs. 2,50,000 up to which senior citizen pays no income-tax at all. The benefit of higher exemption limit for a senior citizen is available only when a person has completed 60 years of age.

2. The senior citizen should also take full advantage of section 80C of the Income Tax Act, 1961 whereby deduction up to Rs. 1.00 lakh is available for investment by way of insurance premium, repayment of the housing loan or investment in Senior Citizens Savings Scheme as also the Bank Fixed Deposit.

3. Similarly as also the Bank Fixed Deposit. Similarly, the citizen can also take advantage of the Mediclaim Policy. In case senior citizen or any member of his family suffers from serious medical problem of suffers from some disability he can claim certain other deductions under the tax law.

VI. MINISTRY OF SOCIAL EMPLOYMENT

1. Ministry of Social Justice Empowerment is the nodal Ministry responsible for welfare of the Senior Citizens. It has announced the National Policy on Older Persons which seeks to assure older persons that their concerns are national concerns and they will not live unprotected, ignored and marginalized. The National Policy aims to strengthen their legitimate place in the society and to help older people to live the last phase of their life with purpose, dignity and peace. The National Policy on Older Persons inter-alia visualizes support for financial security, health care and nutrition, shelter, emphasis upon education, training and information needs, provision of appropriate concessions, rebates and discounts etc. to Senior Citizens and special attention to protect and strengthen their legal rights such as to safeguard their life and property. The National Policy on Older Persons confers the status of senior citizen to a person who has attained the age of 60 years.

2. The Ministry is also implementing following schemes for the benefit of Senior Citizens:

(a) An Integrated Programme for Older Persons (Plan Scheme) - This Scheme has been formulated by revising the earlier scheme of Assistance to Voluntary Organizations for Programme relating to the Welfare of the Aged . Under this Scheme, financial assistance up to 90% of the project cost is provided to NGOs for establishing and maintaining Old Age Homes, Day Care Centers, Mobile Medicare Units and to provide non-institutional services to older persons.

(b) The Scheme of Assistance to Panchayati Raj Institutions/ Voluntary Organizations/Self Help Groups for Construction of Old Age Homes/Multi-Service Centers for older persons (Non Plan Scheme) - Under this Scheme, one time construction grant for Old Age Homes/Multi-Service Centre is provided to non-governmental organizations on the recommendation of the State Governments/ UT Administrations.

VII. Ministry of Rural Development:

1. Under the National Old Age Pension Scheme, Central Assistance of Rs. 75/- p.m. is granted to destitute older persons above 65 years. This Scheme has been transferred to the State Plan w.e.f. 2002-03.

2. Under the Annapurna Scheme, free food grains (wheat or rice) up to 10 kg per month are provided to destitute older persons 65 years or above who are otherwise eligible for old age pension but are not receiving it.

✓In Indian Railways, to grant recognition to the registered railway trade unions, secret ballot election was held zone-wise on 25th , 26th and 27th April 2013. In Southern Railway, eight registered trade unions contested in the secret ballot election. 80,891 employees exercised their franchise. Counting of the polled votes was held on 2.5.2013. In all India AIRF secured I position in 11 zones and NFIR in 6 zones. NFIR has become single recognised union in 1 zone and AIRF in 5 zones.

✓The Palakkad-Coimbatore-Erode Mainline Electrical Multiple Units (MEMU) began its service on 12th May. The MEMU service starts at Erode at 7.45 a.m., reaches Tirupur at 8.40 a.m., Coimbatore at 10.25 a.m. and reaches Palakkad at 12.30 p.m. In the opposite direction, the train starts at Palakkad at 2.30 p.m., reaches Coimbatore at 4.10 p.m. and Erode at 7 p.m.

During the Annual General Meeting of Indian Red Cross Society & St.John Ambulance (India) on 3rd May, the following were awarded National Level Awards by Shri. Pranab Mukherjee, Hon'ble President of India at Rashtrapati Bhavan, New Delhi.

St.John Gold Medal for their conspicuous services in the furtherance of activities of the St.John Ambulance to Shri. V.Shanmugam, Corps Officer/Perambur Corps.

Jiv Raksha Medal for act of gallantry to who have endangered their own lives in saving or attempting to save other lives to Shri. G. Narayanan, Corps Commander/MAS Corps.

It is to be mentioned that only one person is awarded per year on all India basis for each category and it is an achievement for No.XX Southern Railway District that this year two persons from our organization got the National level awards.

In appreciation of the act of gallantry, GM/SR has granted a cash award of Rs.1000/- each.

✓The Union Cabinet has approved the proposal of the Ministry of Railways for setting up of an Electric Locomotive Factory at Madhepura, Bihar and a Diesel Locomotive Factory at Marhowra, Bihar. Over a ten year period, the factories will provide Indian Railways with 800 electric locomotives of 12,000 HP and a mix of 1,000 diesel locomotives of 4,500 and 6,000 HP.

✓Indian Railways enquiry number 139 recorded the highest ever 29.20 crore calls last year, which translates into eight lakh calls a day. SMS service received about 7.50 crore text messages last year registering around 2 lakh SMS per day. Maximum calls were received between 2 pm and 8 pm.