

From  
ICF Staff Club  
AG129/18,VII Main Rd  
AnnaNagar, Chennai40

To

# INTEGRAL NEWSST

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80,81,37:D.Santhakumar,SSE/80

88: K.S.Rajakumar, SSE/88

Elect: M.Devaraj, SSE/85

36,54: A.Srivijayan,SSE/54

Progress:D.Baskar, SSE/PCO

TTC: J.Selvakumar,SSE/TC

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

Hospital: RajuBalaji, Ch.OS

Web: K.Chandran, Webmaster/IT

Advisors:

S.Muthukumar,PE/PL/S

B.Chandrasekaran,WM/A/S

R.Velu, Ex-PE/PL/F-ICF

T.R.Ravichander,SME/I/F

## New Member Traffic

Shri K. K. Srivastava has taken over as new Member Traffic, Railway Board and ex-officio Secretary to Government of India on 7<sup>th</sup> October. Prior to this new posting, he served as GM/ECR. An officer of the 1975 batch of IRTS, he held various key positions like AGM/SR, DRM/TVC, DRM/Lucknow, CPTM &COM/ER, CCM/ECR &NER.



Ayudha Pooja was celebrated in a grand manner in all the shops/offices of ICF. The wards of the staff gave their performance to grace the occasion. The pictures are that of Shop-33, in which CWE/Fur distributed prizes to the participants.

## JE/54 won medal in SIPEX 2011

SIPEX 2011 was held at LITE Hall, Kellys, Chennai, between 7th and 9th Oct.2011, organised by Chennai-based South India Philatelists Association jointly with the patronage of India Post, Chennai Region. This stamp exhibition attracted many stamp lovers and collectors from Chennai and neighbouring states and districts. There are 450 frames of exhibits displayed with philatelic materials such as rare stamps, covers, post cards, envelopes of mail services and aerogrammes and literatures by 150 competitors across India. Exhibit of Sri.P.Sreetharan, JE/Shop54/ICF on the title Scout Movement with 5 frames won the Vermeil Medal and certificate and was declared the second best exhibit.

To receive a print copy, kindly register your name with any one of the committee members. To get a soft copy, please SMS your name, shop, designation and email id to 9003141464.

**OFFICIAL POSTINGS**

Name S/Shri/ Smt	Previous	Present
N.K.Toppo	S.Rly	CPM
D.K.Tete	CPM+CME/QA	CME/QA
P.Sudevan	S.W.Rly	DyCME

**STAFF INFLOW - LAST MONTH**

Sl	Name S/Shri	Design	Shop
1	M.Rajendran	App Mech	TTC
2	G.Vigneshwaran	App Mech	TTC
3	S.Manigandan	Trainee	TTC
4	S.Arokiaraj Alfred	Trainee	TTC
5	G.Sarala	Trainee	TTC
6	S.Shobanadevi	Trainee	TTC
7	D.Kala	Jr Steno	PB/S
8	K.Parameswari	Jr Steno	PB/S
9	M.Narayanan	Tech-3	Shop-48

**STAFF OUTFLOW - LAST MONTH**

Sl	Name S/Shri	Design	Mode
1	S.Krishnaraj	Tech-3/21	Transfer
2	B.Abhishek Kumar Thakur	S.B.Lascar	Removal
3	C.Natarajan	Sr Clerk/SD	Removal
4	B.Devanand	Tech-1/18	VR

**EMPLOYEES RETIRING ON 30<sup>TH</sup> NOV'11**

1	YENUMAL DURUVASALU .	Tech-1/Weld	14
2	KIRUPA SANKAR .RK	Tech-1/Elec	24
3	SANTHANAM .B	Tech-1/FGL	26
4	JAGANNATHAN .S	SrTech/Weld	26
5	DAMODARAN .V	SrTech/FGL	26
6	SURYANARAYANAMURTHY.G	JE/MTR	40
7	SANKARANARAYANAN .S	Tech-1/FMW	40
8	GOWRISHANKAR.MS	OS/Mech	41
9	MANGALA PRABAVATHY.B	Tech-2/FTR	41
10	GANGADHARAN .S	Tech-2/Elec	29
11	GOPI.V	SrTech/Carp	30
12	SAMUEL .D	Tech-1/Carp	30
13	DIVIYAKUMAR .A	SrTech/Weld	30
14	PRAGASAM .S	Tech-1/Carp	32
15	RAJENDRAN .G	Tech-2/Elec	39
16	KALIYAPERUMAL.V	SrTech/paint	54
17	SITHARAMAN.G	JE	81
18	SUNDARARAJAN.J	SSE/Elec	87
19	LINGANNAN P G .	SI	RPF

We wish them A HAPPY AND PEACEFUL RETIRED LIFE

**WE DEEPLY MOURN THE SUDDEN DEMISE OF THE  
FOLLOWING EMPLOYEES**

1	M.L.Dillibabu	SSE/21
2	V.Chinnabba	Tech-1/54
3	S.Umapathy	Tech-1/32
4	S.Venugopal	Tech-1/21
5	M.Nagarajan	Tech-3/21
6	B.Duraikannu	Tech-3/41
7	G.Sureshbabu	Helper/10
8	V.K.Raghupathy	Tech-1/80

**CIRCULARS:**

AC44: Constitution of XVIII Staff Council

AC45: Permission for employee in connection with election to local bodies and corporation of Chennai

AC46: Payment of DA to railway employees, revised rates effective from 1.7.11

AC47: Serving / retired Railway servants/ individuals may also be allowed to travel in Garibrath express trains on 2S/SL class pass on payment of difference of fare between the class of actual travel of Garibrath express trains and the sleeper class of express trains for the distance traveled.

AC48: the reimbursement of education allowance is admissible only for the first child born after failure of sterilization operation.

AC49. Grant of family pension to dependant parents of a deceased govt employee.

Govt servant is allowed to get 50% of the total amount subject to the overall annual ceiling in the I quarter and the remaining amount in III quarter. A government servant can claim full amount subject to the annual ceiling of Rs15,000 in the last quarter.

**Last date for submission of application:**

Gr-C (12posts) & Gr-D(16posts) in SCR under sports quota=21.11.11 (Employment News dt 22-28 October).

Special class Railway apprentices' exam= 21.11.2011

Board has decided to withdraw the conditions regarding completion of minimum service for consideration of Inter Railway own request transfer of Group 'C' and 'D' employees. However, the system of publishing transfer requests on web will be expedited.

**XVIII Staff Council**

Introductory meeting of XVIII staff council was held on 03.10.2011. On behalf of supervisory, Sri.K.V.Ramesh expressed his sincere thanks to the Administration and XVII staff council in reorganizing the supervisory staff council constituency by including only the supervisors in the Grade Pay of Rs.4200 and above.

Even though it was not an agenda meeting, two important supervisors' issues were brought to the notice of the administration.

1.Providing Good furniture to all the JEs working on the shop floor; it was requested to nominate one or two officers and supervisors to study the need of furniture and provide them within a time frame.

2.Extension of CUG SIM card facility to all the left out JE, SSE, CMA, DMS, Nurses etc immediately.

On the discussion held on issue of overtime / production award during the current production year, it was agreed to consider booking on Sundays in-lieu of paid & unpaid Holidays on need basis.

A creche is being run and maintained by ICF Women Organization and is situated opposite to ICF H.S.School.

Grievance Adalat will be held inside the Shell factory at 1100 hrs on Nov 3rd,10<sup>th</sup> &17<sup>th</sup>, Furnishing factory at 1100 hrs on Nov 4<sup>th</sup>,11<sup>th</sup> & 18<sup>th</sup>.

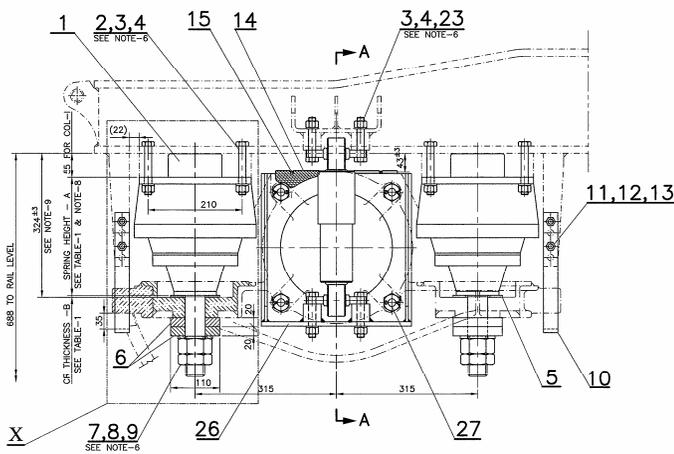
# CONICAL RUBBER SPRING

by Sri J. RAMESH, SSE/Designs, 9003149823

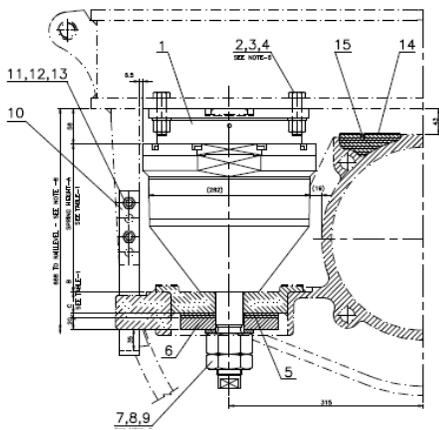
The primary suspension of EMU stock consists of coil springs with dashpot oil arrangement. Leakage of dashpot oil in service has been an area of concern for some time now. The secondary suspension has been improved substantially by the introduction of air springs. With the objective of improving the suspension further, designs that eliminate the dashpot arrangement at the primary stage are being evaluated constantly.

A design that was developed in consultation with RDSO is CONICAL RUBBER SPRING arrangement for the primary suspension with different radial stiffness in the lateral and longitudinal directions. This spring shall require an external damper as there is no provision of internal damping to this spring. This spring has load proportionate stiffness characteristics (i.e. stiffness increases with higher load) thereby completely eliminating the possibility of axle box crown hitting the bogie frame and consequent damages to the bogie frame.

This spring has different stiffness rated in the lateral and longitudinal directions with the longitudinal stiffness value being lower. This has been so designed to provide individual wheel sets with slightly greater freedom of movement in the yaw mode, causing reduction in wheel wear, particularly over curves.



Arrangement of METACONE/TMT Spring



Arrangement of HYDRO SPRING

The external damper characteristics have been studied with respect to the applied frequencies in IR track conditions and this arrangement will require careful monitoring at the field level even after successful oscillation trials due to earlier failure of external damper arrangements on mainline ICF coaches. Hydro spring is provided with internal damper so as to eliminate additional external dampers.

ICF has manufactured and turned out the following EMU stock during 2007-2008 with METACONE/CONICAL/HYDRO Springs at primary stage and air springs at secondary stage;

- AC EMU Motor & Trailer coaches with Metacone springs
- MRVC Motor & Trailer coaches with TMT Conical springs
- MRVC Motor & Trailer coaches with Hydro springs

Based on the recommendations of RDSO for conducting trials on more rakes of EMUs with conical rubber springs for a period of one year, Board has approved further trials with a view to gain more experience and encourage development of the project so as to get the same at competitive rates in future. 30% EMU rakes have been planned for manufacturing during 2010-11.

### Advantages:

- ✓ Reduced maintenance due to elimination of dashpot oil arrangement
- ✓ Elimination of spring breakage
- ✓ Reduction in wheel wear
- ✓ Bogie frame damage due to crown hitting is eliminated
- ✓ Better ride index

### CUG Phone Number of Staff Council Members

M.Venkat Rao 9003 149 273	K.V.Ramesh 9003 149 578	B.Rajendran 9003 149 267
S.G.Jeevagan 9003 149 902	R.Maran 9003 149 268	K.Ramesh 9003 149 274
M.Ravikumar 9003 149 915	E.Ramesh 9003 149 666	V.Swaminathan 9003 149 911
G.Ganesh 9003 149 900	S.Sevugapperumal 9003 149 908	A.Ravi 9003 149 890

**Pensioners / family pensioners above 80 years are requested to contact AAO/Settlement over phone regarding physical verification as per Board's direction. Ph 9003141128, 26146547.**

IT'S BETTER TO LOSE YOUR EGO TO THE ONE YOU LOVE. THAN TO LOSE THE ONE YOU LOVE ..... BECAUSE OF EGO

# **ABC of Homoeopathy**

*by Sri H.V.R.K.MURTHY, SSE/E, 09003149153*

Homoeopathy is an alternative form of treatment based on nature's law of Cure, which relies on the premise that 'like cures like'. This law was discovered by the German Scientist, Samuel Hahnemann, in 1796 and has been verified experimentally and clinically for 200 years. Remedies are prepared from natural substances and work by stimulating the body's own healing power. Drugs are prepared from sources such as vegetables, animals, minerals and chemicals. The method of preparation is such that the remedy will contain only the 'dynamic curative power' of the drug substance, devoid of the other crude substances that it is prepared from. This in homeopathic terms is called 'potentiation' and is a minute dose of the active ingredient, rendering it non-toxic, harmless and the able to influence the body's own self-cure energies.

Homoeopathy is used for obtaining a long lasting permanent cure that treats the disease from its roots. Homoeopaths believe that diseases are caused by a disturbance in the whole organism, including the body and mind. Hence, homoeopathy does not believe in prescribing different medicines for different parts of the body that is afflicted, but rather giving a single constitutional remedy that works for the whole person.

Homoeopathy is ideally used for children's ailments like cold, cough, vomiting, diarrhoea, dysentery, colic, tonsillitis, bronchitis, asthma, measles, chickenpox, mumps, dentition problems, without producing any side effects. Unlike antibiotics and other allopathic medicines, homoeopathic pills do not hamper digestion or reduce the body's resistance. They do not cause allergies and can be used for prolonged periods without causing any damage. Children like having homoeopathic pills because they are sweet to take. Homoeopathy is effective in treating temperament and behavioral problems, common among children, like temper tantrums, phobias, destructiveness, thumb sucking, bed-wetting and in treating mentally and physically backward children.

Homoeopathy is used for combating viral infections such as common colds, influenza, mumps, and jaundice, viral meningitis. In these cases allopathic treatment takes recourse in antibiotic medicines, in attempting to avert secondary bacterial infections and makes the person even weaker. Homoeopathy is used to often avoid surgery in such ailments like septic recurrent tonsillitis, piles, fistula, appendicitis (non-gangrenous), vocal cord nodules, kidney and biliary small stones, small uterine fibroids, ovarian cysts, warts and corns.

Homoeopathy is effective in cures for allergic diseases such as skin diseases like urticaria, eczema, and contact dermatitis and is especially effective in the case of asthmatic bronchitis.

Homoeopathy used for psychosomatic ailments are often effective in cases such as migraine, asthma, acidity, peptic ulcer, ulcerative colitis, as homeopaths always check the patient's mental makeup and prescribe remedies taking the mind and body together. Similarly, homoeopathy can alleviate such conditions as excessive anxiety, irritability, insecurity, paranoid fears, depression etc.

Given the range of remedies available in homoeopathy, from colds to cancer, homoeopaths advise that people should consult a homoeopath first and not to turn to this source of cure, only after other alternatives have failed; by which time the patient loses the relief from homeopathic remedies available in the early phase of the disease.

## **In conclusion, homeopathy is useful for:**

Children's ailments, Viral infections, Avoidance of surgery, Allergic diseases, Psychosomatic illnesses, Asthma, Skin and Beauty, Depression, Dental Health, Remedies for AIDS, Sexual Health, Remedies for Arthritis, Hypertension, Treatment of pain.

## **Homoeopathic Remedies for Obesity**

Homoeopathic treatment for obesity covers various aspects of treatment. These medicines promote weight loss by improving digestion, elimination, and metabolism.

## **Several people seek homeopathy for weight loss as**

Homeopathic remedies for weight loss are safe for people of all ages as they are mild, gentle and diluted.

## **Homeopathic remedies are effective**

A person can continue to take his/her medicines or other natural supplements without fear of interaction along with homoeopathic remedies for weight loss

Several effective remedies for weight loss are available in homoeopathy. An important consideration while trying to lose weight if you are obese is how much weight needs to be shed? You should therefore always consult a homoeopathic practitioner for the best option for you and your lifestyle before starting a remedy.

## **Some of the most common and effective remedies for weight loss are**

Antimonium crudum, Argentum nitricum, Calcarea carbonica, Coffea cruda, Capsicum

## **Caution**

A professional homoeopath prescribes a remedy based on your own unique pattern of symptoms and constitutional type. If you are on at-home homoeopathic treatment, and your weight does not improve in one to two months, see a professional homoeopath.

In ICF Hospital, Homoeopathy clinic is being operational under SBF from Monday to Saturday, 08.30am to 12.30pm. Those who are interested in permanent holistic cure may use this opportunity and can lead a healthy life for the whole family.

# **SURETY FOR A LOAN**

by Sri A.Srivijayan, SSE/Shop54, 9003149640

I have seen many employees lamenting that they stood as surety for a loan advanced by a nationalized bank; because of borrower's default in repayment, their money is recovered by the bank. They may blame the bank that the borrower is enjoying all the fruits of life; the bank does not mind him at all.

Many individuals avail loan for various purposes from various institutions. No doubt, it is the prime duty or liability of the borrower to repay the loan amount. In some events, loan amount may be disbursed by the financier or the bank on incorporation of surety or guarantor.

Normally, common people do not know the legal position or status of a surety on repaying the loan and think that the surety is merely equivalent to an introducer or even a witness. Due to this ignorance, many government employees sign on surety documents and face many problems.

Just to give some basic idea about surety, I propose to present some facts and thus help the really ignorant to save them. As a result, this article is in your hands.

Now, we shall discuss surety & its liability

Surety, also popularly known as Guarantor, is a person who assures the performance of certain work or discharge of certain liability by another person.

One may think that the bank/ financier shall have to exhaust all his possible legal ways to collect the sum from the borrower or he becomes bankrupt; then only the surety shall come into operation.

Having this in mind, many of our government employees sign on surety agreement. But in reality that is not the case; the liability of surety is co-extensive. Even if the borrower is not bankrupt, the financier shall initiate money recovery suit proceedings to collect the sum from the surety. The word, "co-extensive" means the liability of a surety shall be the same as that of a principal borrower.

**Let me try to explain the above fact by the following example.**

Let us consider one of your best friends met with an accident. The surgeon tells that he can be saved if a surgery is performed. The estimated cost of surgery is about Rs. 1 lakh. The family members are not in a position to raise or spend such an amount and hence decided to let his soul rest in peace.

But as his good friend, you do not want to leave him for just want of money. So you approach the doctor, introduce yourself as the well wisher of the patient, asked the doctor to perform the surgery to save your friend and promised the doctor for payment. Based on your promise, the doctor did the surgery and saved the patient.

***The liability of a surety shall be the same as that of a borrower. Sec.128, Indian Contract Act***

***It is easier for a financier to attach the salary of the surety, if he is a government servant***

**Now, in this situation, who is liable for paying the money or cost of surgery - the patient who underwent surgery or you who assured the payment? The patient is the borrower and you are the surety. You are severally liable for payment.**

I shall give another example. A student, who is a minor, applies to a bank for an educational loan. The bank disburses the loan on the promise by the surety.

Here, the student is the principal borrower; but he is a minor, so he cannot be held responsible for repayment of loan. Hence, the surety has principal liability to repay the entire loan.

Coming back to the case of bank loan, both the borrower and the surety are jointly and severally liable for repayment of loan amount.

## **Privileges of a Surety**

When there is an agreement of surety, whereby the financier/ bank agreed that the surety to have the following rights, he can claim them.

The surety may require the bank to sue the borrower before the surety is called upon to pay.

The limitation of the surety for part of loan only.

The surety shall not extend to interest, charges, costs etc., of loan amount.

## **Remedy to the Surety**

When the financier or the bank contacts the surety for repayment, the surety cannot repudiate his liability, he has to settle the entire loan money.

The only remedy available to him is to collect the amount paid to the bank along with the costs and interest from the borrower.

If the borrower does not pay the said amount, he can sue the borrower under money recovery suit.

## **What to do?**

Before signing any surety agreement, understand the legal status that the surety is equally responsible for repayment of loan.

Estimate your financial capacity and ensure that you can pay the installment amount or the entire loan amount in the event of default by the borrower.

If feasible, try to confine your surety to a limited value.

## **A word of caution**

Try to avoid signing as surety for unknown persons, particularly who approach you through any self-declared agents and distant friends.

In our Mobile Phone Book we can store as "ICE" (**In case of Emergency**) any phone / mobile number(s) of our choice so that in the case of emergency any good hearted person/well wisher will be able to use our mobile phone and search for this number to inform our family. This will also be useful in case we mis-place/lose the mobile phone so that the person with human values who finds our phone will inform us to the ICE number stored in our phone book. – T.R.Ravichander, SME/I/F

## Indian Railways- World's 8<sup>th</sup> Biggest Employer

1. U.S. Defense Department = 3.2 million
2. Chinese Army= 2.3 million
3. Walmart = 2.1 million
4. Mc Donald's = 1.7 million
5. Chinese National Petroleum Corporation =1.7 million
6. State Grid Corporation of China =1.6 million
7. National Health Service of England = 1.4 million
8. Indian Railways =1.3 million

## India's longest railway tunnel in J&K

The Northern Railway on 14<sup>th</sup> October, opened India's longest railway tunnel piercing through the Pir Panjal range in Jammu & Kashmir. The tunnel is part of the Udampur - Srinagar - Baramulla rail link project. Pir Panjal Railway Tunnel is 10.96 km long and it is the Asia's 2nd longest tunnel. It reduces the travel distance between Quazigund and Banihal to only 11 km and providing hassle-free travel up to Baramulla.

The tunnel, which is aligned straight from north to south, is 100 percent waterproof and is also equipped with fire fighting system throughout its entire length. The construction of the tunnel started in November 2005 and was completed in 2011. The total cost of the tunnel was Rs.391 crore. The train would take 6.6 minutes to travel this distance from Banihal in south side to Qazigund in north side of the mountain and thus would take passenger from Jammu region to Kashmir region in just six minutes.

The fascinating fact about the tunnel excavation is that the total excavated quantity was equal to one mountain. This railway tunnel is below Jawahar tunnel- meant for vehicular traffic only- which usually gets blocked during winters owing to heavy snowfall in the region.

## Bangalore joins Kolkata-Delhi metro club

On 20th Oct, Bangalore joined the metro railway club of India, becoming the third city after Kolkata and New Delhi to boast of the network. Namma Metro was inaugurated by union ministers and Karnataka chief minister besides a host of other dignitaries. Union Urban Development Minister Kamal Nath and Railway Minister Dinesh Trivedi flagged off the first train at the Mahatma Gandhi station from where the network extends to a length of 6.7 km now up to Baiyappanahalli. The route has six stations and the full ride takes about 14 minutes. The metro is equipped with Alstom's Urbalis automatic train control system which will have a design capacity of 40,000 passengers/h/direction. Alstom is also responsible for providing an operations control centre, a back-up control centre and two depots. The initial fleet of 150 cars is being supplied by a consortium of Hyundai Rotem, Korea, Mitsubishi Electric, Japan, and BEML, India.

*"I hear and I forget.*

*I see and I remember.*

*I do and I understand."*

## KRCL enters 22nd year of operation

On 15th October, Konkan Railway, the 760-km line linking Maharashtra, Goa and Karnataka, has entered its 22nd year of operations.

## CHANGE IN TIMINGS OF PALLAVAN EXPRESS

In order to provide connecting facility for T.No.56874 Mayiladuthurai – Villupuram Passenger with T.No.12606 Tiruchchirappalli – Chennai Egmore Pallavan Express at Villupuram, the timings of T.No.12606 at Villupuram has been revised as follows. Arrival 09.15, Departure 09.20.

## RTIS introduced from 19<sup>th</sup> October

Real Time Train Information System (RTIS) based on 'SIMRAN' becomes functional from 19th October 2011. In a major passenger friendly move, Indian Railways has opened the first phase of the RTIS to public for accurate train tracking. This new tracking system is based on Satellite Imaging for Rail Navigation (SIMRAN) and has been developed jointly by RDSO and IIT/Kanpur. Hon'ble Minister of Railways, Shri Dinesh Trivedi inaugurated this facility during the Economic Editors' Conference held at New Delhi. The 6- pairs of trains covered under I-phase are:

12301/12302: Howrah - Newdelhi- Howrah Rajdhani

12305/12306: Howrah - Newdelhi-Howrah Rajdhani

12313/12314: Sealdah - Newdelhi-Sealdah Rajdhani

12951/12952: Mumbai - Newdelhi-Mumbai Rajdhani

12953/12954: Mumbai – Nizamuddin- Mumbai Rajdhani

12003/12004: Lucknow-Newdelhi-Luknow Shatabdi

This facility will provide accurate train running information on a click of a button or through SMS and will overcome limitations of the existing train information dissemination through 139 which is mainly dependent on manual collection and feeding.

RTIS system deployed in the trains mentioned above will provide the following information to public/passengers:

(i) Train locations.

(ii) Train running position (i.e. whether train is running on time or if running late and by how much.

(iii) Train location with respect to next stopping station in terms of km.

This information will be available on website "<http://www.simran.in/>". Public may also get the train running information through SMS by sending a text message "`<train number>`" to mobile number 09415139139. Ministry of Railways has decided to implement RTIS to track all trains, passenger as well as freight trains in a phase manner. For this, a work has been approved in Railway Budget 2011-12 at a cost of Rs. 110.0 crore. The project is likely to be completed by December 2012.

## Rajbhasha award for ministry of railways

Minsitry of Railways bagged the I prize for the year 2009-10 for implementing Rajbhasha policies under the categories of ministries/ departments for Indira Gandhi Rajbhasha shield. This award was presented by the president of India to the advisor/IR on 14<sup>th</sup> sep 2011.

### **‘Mosquito Terminator’ Train being run in Delhi Area**

On 9<sup>th</sup> Sep, Northern Railway and MCD together formulated an innovative streak and introduced a Special Train named ‘Mosquito Terminator’ to check mosquito breeding in the water bodies along the railway track in Delhi area for the health safety of the rail passengers and the people living along the railway tracks. This Special train was flagged off from NDLS by Shri.Ashwani Lohani, DRM and Shri K.S.Mehra, Commissioner, Delhi Corporation.

Construction works like widening and improvement of roadways and construction and maintenance of railway tracks create mosquito-genic environment which is often termed as ‘Man Made Malaria’. Mosquitoes play an important part in the transmission of human diseases like Malaria, Filariasis, Dengue, Chikungunya and Japanese Encephalitis. Therefore, control of mosquitoes has become an important public health activity and a challenge.

A truck-mounted power sprayer provided by M.C.D. is loaded as a Special kind of wagon ‘BRN’ which has a low flat surface to mount any track or vehicle. This Special train will spray larvicides to sanitize the water bodies upto a distance of 50-60 meters along the tracks of New Delhi to New Delhi via Patel Nagar via Hazrat Nizamuddin, Lajpat Nagar and Delhi Safdarjung on the first day and will cover other areas in subsequent days. There will be four rounds of spraying at 2 weeks’ interval between each round to cover the peak mosquito season.

Running such a Special train has a number of inherent problems like running a wagon with ODL (Over Dimension Load) is a difficult task, also that the track in Delhi area is very busy, some of the passenger trains will have to wait to let the ‘Mosquito Terminator’ train to pass, which runs at the speed of 150 km per hour. In such difficult circumstances, Northern Railway officials have displayed exemplary commitment and innovation to run the ‘Mosquito Terminator’.

### **GREEN ENERGY by CLW**

100 kW Solar Power Plant at rooftop of Admin Building will soon be installed in CLW. This will be the first grid connected power plant of this capacity in Indian Railways. Two seminars have been organised in CLW recently to familiarize all departments with the project. Sh. Arjun Kumar, CEE (L&S) brought out the benefits and need for renewable energy during the discussions.

### **Hydrogen fuel cell tram unveiled**

On 19<sup>th</sup> October, Metre-gauge operator FEVE of Spain has unveiled a tram powered by two hydrogen fuel cells that can carry between 20 and 30 passengers at up to 20 km/h. The prototype was built at the company's Pravia workshops. The prototype vehicle weighs 20 tonnes. It is powered by two 12 kW fuel cells, supplied with hydrogen from a rack of 12 canisters containing 105.6 m<sup>3</sup> of the gas. Current is fed to four asynchronous AC traction motors, each rated at 30 kW. Energy produced during regenerative braking is stored in three Maxwell HTM125 super capacitor modules/lithium-ion batteries of 95 kW.

### **Crash in WR computers**

On 22<sup>nd</sup> Oct, the Western Railway computers crashed due to heavy booking on Mumbai-Delhi Rajdhani Express. The problem was the number 999. Passengers, who would have been upgraded from the waiting list to confirmed berths, were desperately trying to find out their reservation status. They dialled the enquiry at 139. They searched for updated charts normally posted at the train door, and on the platform, but found none. The Rajdhani left 33 minutes later than scheduled, passengers were left stranded at the station, not knowing whether they had berths on the train or not.

The online reservation system of the IR, managed by CRIS allows only 999 e-tickets to be reserved per train, because the demand for online tickets had never exceeded 600, even at the busiest times. On Saturday, however, the Diwali rush pushed this demand to 999, and then into four digits. The moment the 1,000th ticket request was processed, the Passenger Reservation System (PRS) got confused, and promptly came crashing down. No further upgrades were possible on the chart after that.

A special team of engineers has been constituted to look into the matter and find remedies. The chart preparation for the train, which normally begins at around 1:30 pm did not start until 3 pm. As a result, a lot of people were booking berths online at the eleventh hour. This drove the numbers into a hitherto uncharted territory. By the time the Railways realized what was happening, there was about an hour to go for departure. CRIS was informed, but it was too late to fix the bug or try to retrieve corrupted data. The train was finally released with the manual (or skeleton) chart, updated at 8 pm on Friday.

### **Metro celebrates 27th anniversary with street children**

On 24th Oct, Metro Railway, Kolkata with the initiative of Metro Railway Women’s Welfare Organisation, celebrated its 27th birth anniversary by arranging for an Educational Trip from Esplanade to Mahanayak Uttam Kumar and back with twenty destitute/ street children. The children who so far never had the opportunity to travel by any train, got the opportunity. They were even educated about the first metro of India, history of the metro stations and the places of interests on the metro alignment. They participated in dancing and singing also during the 16 minute ride, either way. Later, they were given educational accessories by the president, MRWWO, in a function at Mahanayak Uttam Kumar metro station. Motorman Sri. Sanjoy Sil, who drove the first metro, was also present during the journey and he also shared his experiences on the first historic metro run on October 24, 1984 from Esplanade to Bhowanipur (now Netaji Bhawan). Several senior officers of metro railway, along with other members of MRWWO were also present on the occasion.

### **General Manager, SCR**

Shri G.N. Asthana, GM/WCR, took additional charge as GM/SCR on 28th October, 2011. He belongs to IRSME – 1975 Batch. He has worked in Railway Board as AM/Mech, Adviser/ Mech, Adviser/Projects, Adviser/Workshops, ED/ME (Workshops) and also as DRM/Vadodara and Joint Director, RDSO, Lucknow.

### **Railways take lessons from US on cutting staff**

Indian Railways has gone on a course correction following revelation of over-staffing at some of its factories by a committee on public procurement, headed by former chairman of Competition Commission of India Vinod Dhall. IR has sent two senior officials to the US to study the best practices in optimal utilisation of machinery so as to reduce the number of workers. The move is also intended to cut cost at railway production units. Smt.Pompa Babbar,FC and Sri. Sanjiv Handa, MM went to US on a two-week trip to visit factories and understand their production techniques. The techniques would be used at the wheel manufacturing factory being set up at Belapur in Chhapra, Bihar.

The step has been taken after the Dhall committee pointed out in June that CLW and DLW are overstaffed and their workers do negligible value addition. The panel also revealed that DLW employs 6,000 workers even though it just assembles parts purchased from outside. CLW has 12,000 workers. Utilising machinery at an optimum level is expected to reduce the requirement for manpower, resulting in reduction in expenditure on salaries and allowances. The wheel factory at Chhapra could have a maximum of 900 workers.

### **TTEs to play key role in railway's security plan**

Railway Board took the decision to introduce 'Composite Security Plan' following frequent complaints from passengers either about drug menace or crimes on running trains. Under the plan, the railways would provide training to TTEs in identifying criminals on running trains during ticket checking. The TTEs, who freely mingle with passengers during their journey, could help railway security personnel in detecting people of suspect nature, detect abandoned articles of suspect nature on running trains. TTEs would inform RPF or GRP escort party or the nearest railway station if anything doubtful is detected in course of ticket checking. Over 100 incidents of drugging of passengers were reported in Bihar during 2010, causing panic among passengers visiting their homes during festivals.

### **Chennai-Ernakulam High Speed Rail Corridor**

The pre-feasibility study for the proposed Chennai to Ernakulam High Speed Rail Corridor will now be extended to cover Thiruvananthapuram also. This will be one of the six such corridors being proposed across the country. These corridors are Pune-Mumbai-Ahmedabad; Delhi-Chandigarh-Amritsar; Delhi-Agra-Lucknow-Varanasi-Patna; Howrah-Haldia; Hyderabad-Dornakal-Vijayawada-Chennai; and Chennai-Bengaluru-Coimbatore-Ernakulam. Pre-feasibility study for the Pune-Mumbai-Ahmedabad section has already been completed. The same for Delhi-Agra-Lucknow-Varanasi-Patna and Howrah-Haldia is in progress. Pre-feasibility study for Delhi-Chandigarh-Amritsar corridor is under finalisation. Global tender for Hyderabad-Dornakal-Vijayawada-Chennai has already been invited. The High Speed Passenger Railway for the purpose of this pre-feasibility report is a high speed passenger train service that can achieve a running speed of 300 to 350 km/hr.

### **New DRM for Salem division**

Ms. Sujatha Jayaraj has taken over as Divisional Railway Manager, Southern Railway, Salem on 31.10.2011, vice Shri P.N. Ram who has been posted as Chief Safety Officer/SCR. She is an officer of the 1983 batch of the Indian Railway Accounts Service. Prior to this she was FA&CAO/General/SR. She has worked as FA&CAO/WCR and ADRM/TVC. She has also worked on deputation to the office of the Comptroller & Auditor General, Thiruvananthapuram. She has attended the Executive Programme conducted in Canada, USA and Singapore

### **SRWO sanctions ₹.50,000/- to the family of Railway staff killed in Chitteri accident**

Southern Railway Women's Organisation (SRWO) Chennai Division has sanctioned a sum of ₹.50,000/- (Rupees fifty thousand only) each to the next of kin of the three railway personnel viz. Shri Girish Kumar, ASM, Wallajah Road, Shri Sivalingam, Shunting Master, Katpadi and Shri Raghunath, Guard, Jolarpettai, killed in the rail accident at Chitteri on September 13th this year.

### **\$975 million loan for IR projects from World Bank**

The World Bank has signed a \$975-million loan agreement with the Indian government to build part of a massive freight railway line connecting north and eastern India. The Indian Railways urgently needs to add freight routes to meet the growing freight traffic in India, which is projected to increase more than 7 percent annually. Dedicated freight corridors will not only meet the growing freight demand, but also decongest the already saturated rail network and promote the shifting of freight transport from road to more efficient rail transport. The World Bank will fund a freight corridor to the east, while the Japanese development agency JICA will fund a similar project running 1,483 km from the capital to Mumbai.

### **Dutch railway plans to hand plastic bags to passengers in need on trains that lack bathrooms**

The Dutch national railway has an unusual solution for passengers who need the bathroom on a train line designed without them: plastic bags. The rail operator underlined that the bags, introduced are for use in emergencies only, when a train has stopped and passengers can't be evacuated. The idea has been met with incredulity by politicians and the general public already unhappy with the short-haul "Sprinter" trains' bathroomless design. The bags have a cup-shaped plastic top and contain a highly absorbent material that turns urine into a gel-like mixture. After use the bags can be sealed and thrown in the trash.

### **Railways lost thousands of crores in ore fraud**

Multi-disciplinary investigation conducted by Railways, customs, central excise and state governments of Orissa and West Bengal have revealed a massive scam by many iron ore miners in defrauding railways to the tune of a few thousand crore rupees by passing off export consignments of ore meant for domestic consumption, and thus paying only one-sixth of what they owed to the railways in freight charges. CVC has called in CBI to investigate.