Achieving Vision of Indian Railways - Realizing Railways' Goals -

Presentation by

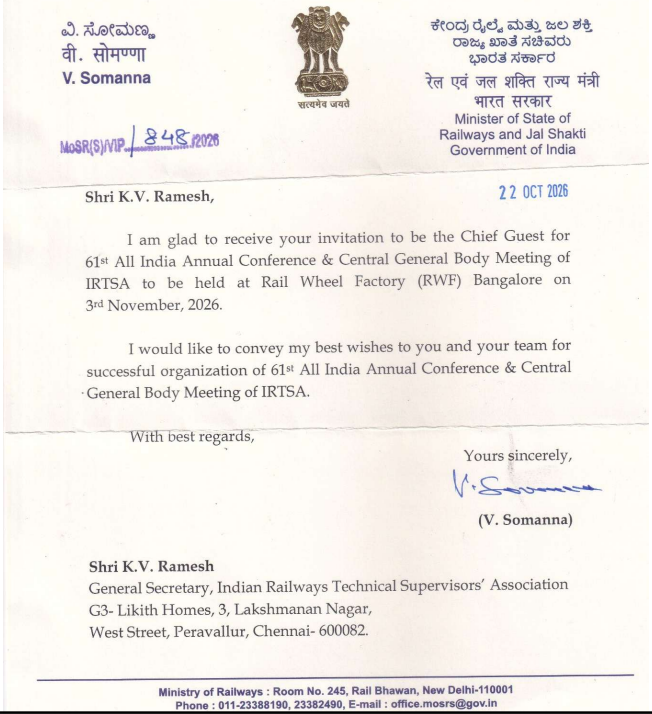
K.V.Ramesh, General Secretary

Indian Railways Technical Supervisors' Association (IRTSA)

On 3rd November 2026

Employees Institute, Rail Wheel Factory, Yelahanka, Bangalore.

During 61st All India Annual Conference & CGB Meeting of IRTSA



वी. सोमण्णा
V. Somanna

सत्यमेव जयते

केंद्रीय रेल्वे मंत्री और जल शक्ति
राज्य मंत्री भारत सरकार
रेल एवं जल शक्ति राज्य मंत्री
भारत सरकार
Minister of State of
Railways and Jal Shakti
Government of India

MoSR(S)/VIP/ 848 /2026

22 OCT 2026

Shri K.V. Ramesh,

I am glad to receive your invitation to be the Chief Guest for 61st All India Annual Conference & Central General Body Meeting of IRTSA to be held at Rail Wheel Factory (RWF) Bangalore on 3rd November, 2026.

I would like to convey my best wishes to you and your team for successful organization of 61st All India Annual Conference & Central General Body Meeting of IRTSA.

With best regards,

Yours sincerely,

(V. Somanna)

Shri K.V. Ramesh
General Secretary, Indian Railways Technical Supervisors' Association
G3- Likith Homes, 3, Lakshmanan Nagar,
West Street, Peravallur, Chennai- 600082.

Ministry of Railways : Room No. 245, Rail Bhawan, New Delhi-110001
Phone : 011-23388190, 23382490, E-mail : office.mosrs@gov.in

Hearty Welcome

Shri. Manoranjan Pradhan, General Manager, RWF

Shri. Anand Swaroop, PCME, RWF

Shri. Shuja Mahamood, PCPO, RWF

HODs, Officers, Staff Council Members, Union Office Bearers and Delegates & members of IRTSA

Vision of Indian Railways

Indian Railways shall provide safe, efficient, affordable, customer-focused and environmentally sustainable integrated transportation solutions. It shall be a modern vehicle of inclusive growth, connecting regions, communities, ports and centres of industry, commerce, tourism and pilgrimage across the country.





- Aim of the presentation -
To achieve the Vision of Indian Railways

Connecting regions	Integrated transportation solutions	Modern Vehicle of inclusive growth
- Improved regional connectivity between Bangalore & South Tamil Nadu - To connect Bangalore with Madurai & Coimbatore in shorter & quicker route.	- Rail transport potential of Spices particularly Cardamom & pepper grown at Kerala to other parts of country & for export. - Gati Sakthi Multi model Cargo terminal at Boodinakkanur Maduari Division.	- Welding policy for Railways. - Technological advancement in welding. - Upgrading skill of Railway Tech. & Non-Railway welders. - Classification of SSEs as Group-B (Gaz)

Connecting region- Regional connectivity between Bangalore & South Tamil Nadu

For the past three decades South Tamil Nadu got no new rail projects. Attention was given only for Gauge conversion.

Madurai with seven NHs passing through forms a transit hub for road. Rail network, NH & Airport should compliment each other to attract more passenger & freight traffic.

Madurai Junction with its limited capacity turns into bottleneck.

Trains connecting Chennai and further east, west and north are always running full capacity. Southern Railway is not able to introduce more trains from southern parts of Tamil Nadu connecting Bangalore, Mumbai, Ahemadabad, New Delhi, Kolkata, Secundrabad, Tirupati, etc despite of huge demand.

National Highways pass through and connect around Madurai, forming a crucial transit hub in southern Tamil Nadu			
	NH	Connects	Passing through
1	NH 38	Vellore - Thoothukudi	Melur, Madurai, and Aruppukottai
2	NH 44	Srinagar - Kanyakumari	Dindigul–Madurai–Tirunelveli corridor
3	NH 85	Kochi & Munnar - Madurai	Theni and Usilampatti
4	NH 744	Kollam - Tirmangalam (Madurai)	Srivilliputhur and Tenkasi
5	NH 87	Madurai - Rameswaram and Dhanushkodi	Viraganoor, Thiruppuvanam, and Paramakudi
6	NH 785	Madurai - Trichy	Natham
7	NH 785 & 744A	Madurai Ring Road section improving regional traffic flow	

2nd Terminal for Madurai at Tirumangalam

1) Madurai Junction is gateway for rail routes towards further south.

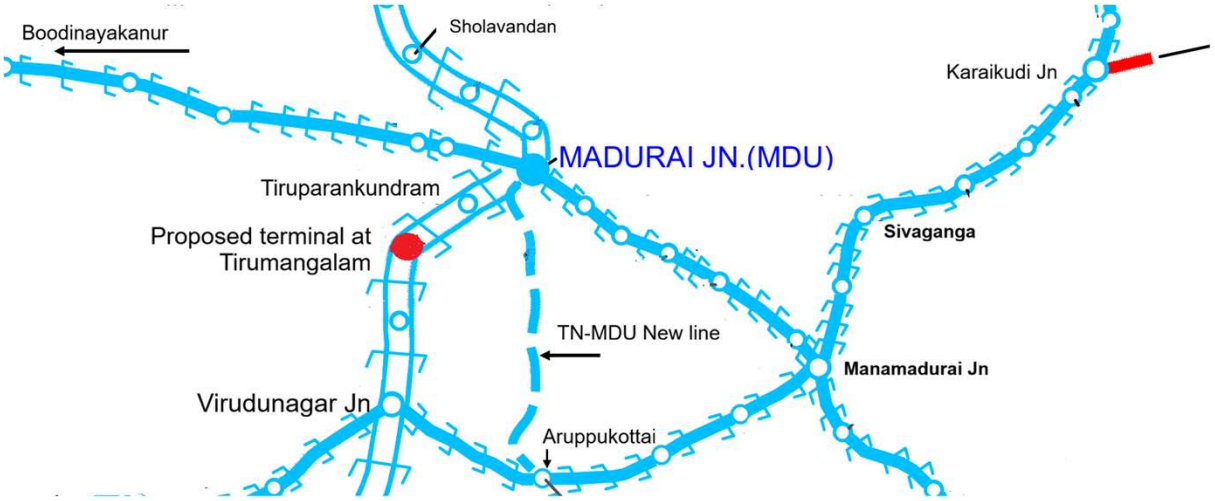
2) Connects Kerala through Tirunelveli & Nagercoil (Kanniyakumari) and by another route through Tenkasi.

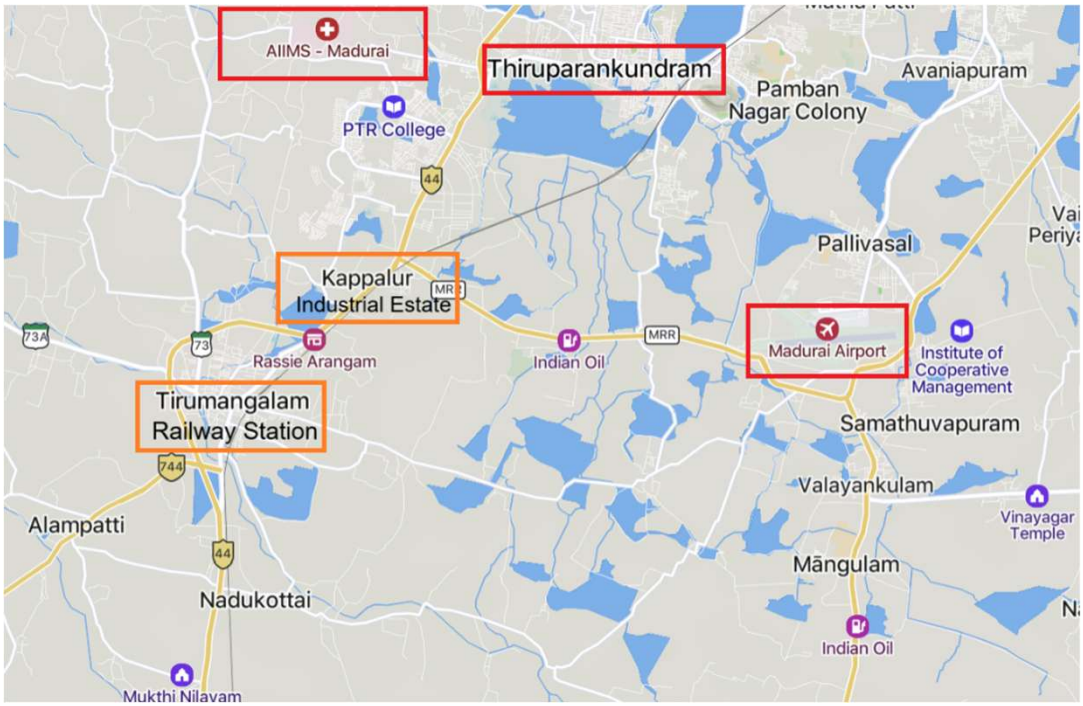
3) Connects Rameswaram, Tuticorin (Port city) and Boodinayakanur through separate routes.

4) Central part of Kerala can be reached in shortest distance through Madurai – Boodinayakanur in the combination of rail and road ways.

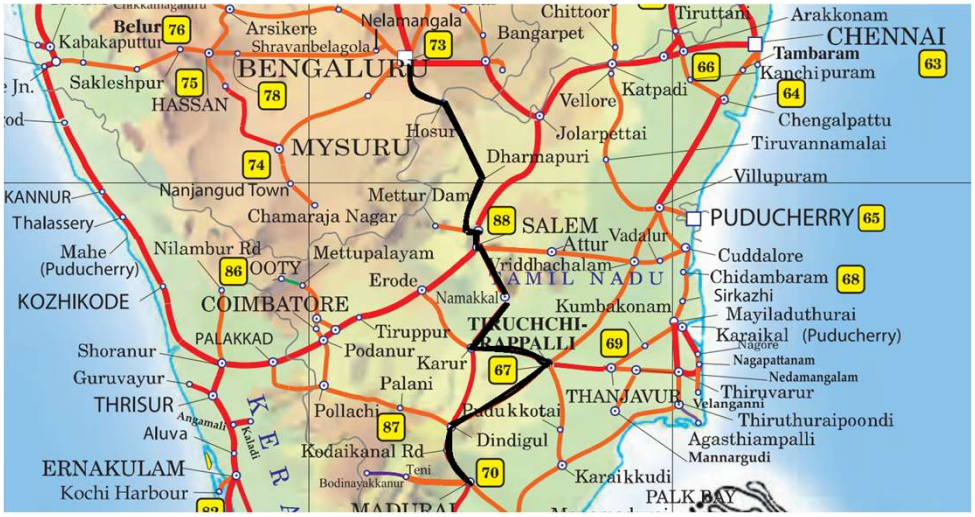
5) Part of Madurai traffic towards Madurai Airport, Madurai AIIMS Hospital, Kappalur Industrial Estate, Thiruparankundram Murugan temple, etc (are situated nearer to Tirumangalam) will be observed by proposed second terminal at Tirumangalam, decongesting Madurai.

2nd Terminal for Madurai at Tirumangalam
18 km from Madurai Junction





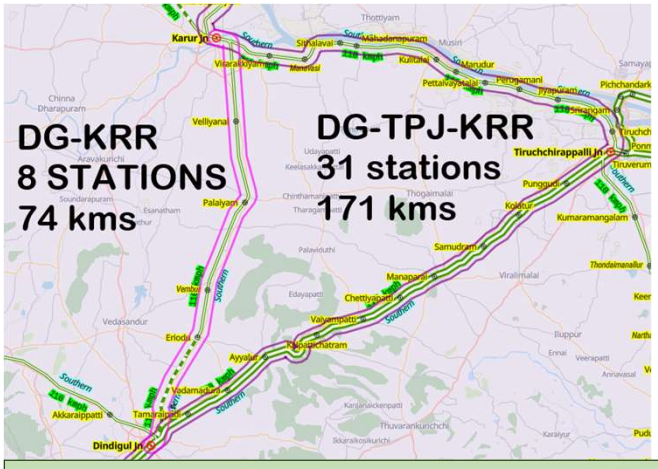
Vande Bharat Train – Madurai to Bangalore
Longer route, single line sections & 110 kmph



Vande Bharat - Existing route 586 kms – 7.45 hrs
Purpose of Speedy connectivity not met

Stn Name	Arrives	Departs	Stop time	Distance
Madurai Jn	starts	05:15	-	0
Dindigul Jn	05:58	06:00	2min	66 km
Tiruchchirapali	06:55	07:00	5min	161 km
Karur	08:03	08:05	2min	236 km
Namakkal	08:28	08:30	2min	270 km
Salem Jn	09:07	09:10	3min	322 km
Krishnarajapurm	12:30	12:32	2min	576 km
Bengaluru Cant	13.00	ends	-	586 km

Shorter route by skipping Tiruchchirapalli



Longer route, more travel time & more ticket fare

Ticket fare for Madurai-Bangalore in VB is Rs.1600.

VB takes longer route of 171 kms between Dindigul and Karur running via Trichy.

Direct route DG-KRR is only 74 kms.

97 km more – VB takes 16.6% longer route.

If shorter route DG-KRR is allotted

Total route km will come down to 489 kms from 586 kms.

Travel time will come down to 6 hrs 30 mts from 7 hrs 45 mts.

Ticket fare for Madurai-Bangalore can be brought down to Rs.1350 from Rs.1600.

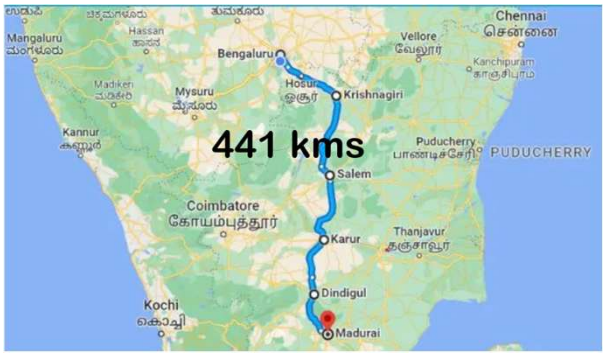
For Tiruchchirapli – Bangalore separate Vande Bharat Train can be introduced

Other trains between Madurai and Bangalore

Train Number	Runs between	Route	KM	Departure at Madurai	Arrival Time	Duration
17236	NCJ-SBC All days	DG-KRR-NMKL-SA-HSRA-SMVT	434	23.55	9.30 (next day)	9 hrs 35 mts
16235	TN-MYS All days	DG-KRR-ED-HSRA-KSR	486	20.15	6.25 (next day)	10 hrs 10 mts
11021	TEN-DR M, Th & Fr	DG-KRR-NMKL-SA-HSRA-SMVT	434	18.00	5.38 (next day)	11hrs 38 mts
19567	TN-OKHA (Sun)	DG-KRR-ED-SA-BWT-YNK	538	2.00	11.35	9 hrs 35 mts

TN state Road Transport Corporation services

- TNSTC A/C
  Fare for Sleeper Rs.950
  Fare for sitting Rs.700
- TNSTC non-A/C
  Fare for sleeper Rs.760
  Fare for sitting Rs.560
- Distance covered 440 kms
- Average time of travel – 8 hours.



Shorter route, cheaper fare and almost same travel time of Vande Bharat.

Faster than other express trains.

(1) Summary for way forward

Critically needed projects

1) Second rail terminal for Madurai at Tirumangalam situated 18 km away from Madurai Junction. Railway land available. New terminal at the foot step on HN 744 Kollam-Tirumangalam.
2) Increase the sectional speed to 130 kmph. Between Madurai – Dindigul – Karur – Salem. So far Madurai division is not covered in the proposal for increase in sectional speed to 130 kmph.
3) More trains between Bangalore and south & west Tamil Nadu in shorter route.

(1) Summary of way forward

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Critically needed projects

4) Following approved new projects need to be expediated.

Cities connected	Project	Length	Cost
Salem-Karur-Dindigul	Doubling	159 km	Rs. 2242 cr
Hosur-Omalur (Salem) (Reduces 43 km between SBC & CBE)	Doubling	147 km	Rs. 1950 cr
Tuticorin (Port connectivity) – Aruppukkottai – Madurai	New line	143 km	Rs. 2600 cr





Integrated Transport Solutions

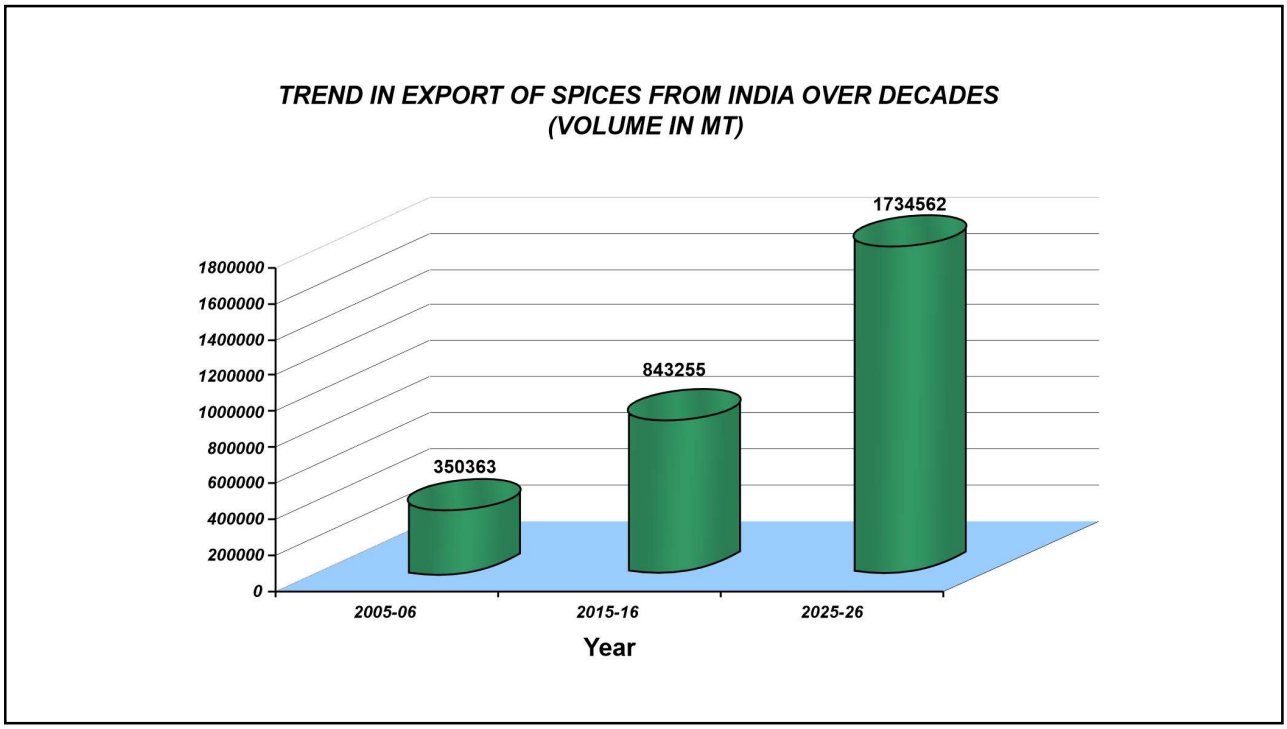
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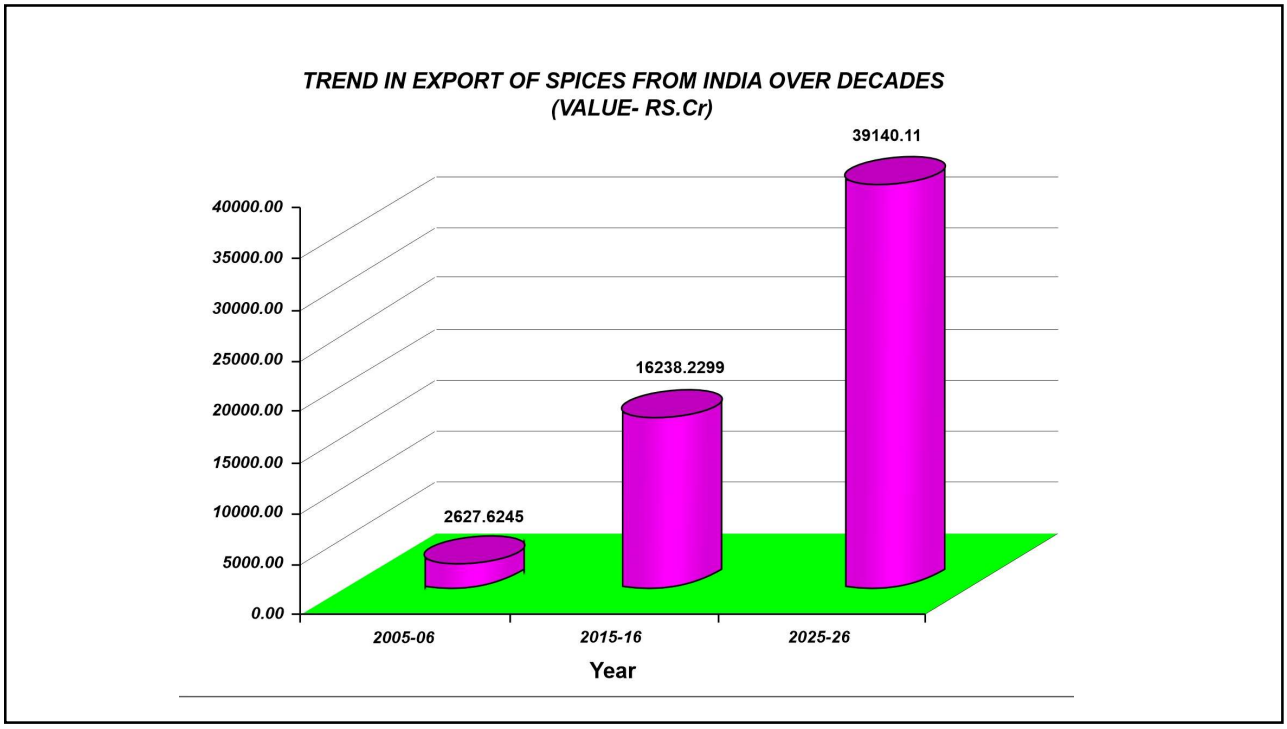


Gati Shakti Multi-Modal Cargo Terminals (GCTs): Driving India's Logistics Transformation

Key Takeaways

- Indian Railways has approved 306 GCTs, with a combined capacity of 192 million tonnes per annum; 118 are already commissioned.
- Since 2014, 2,672 million tonnes of freight shifted from road to rail, saving 143.3 million tonnes of CO_2.
- Private investment of around ₹8,600 crore has been mobilised under the GCT Policy.
- Freight revenues from GCTs grew fourfold between 2022–23 and 2024–25, reaching ₹12,608 crore.


TREND IN EXPORT OF SPICES FROM INDIA OVER DECADES
(VOLUME IN MT)
1800000
1600000
1400000
1200000
1000000
800000
600000
400000
200000
0
350363
843255
1734562
2005-06
2015-16
2025-26
Year


TREND IN EXPORT OF SPICES FROM INDIA OVER DECADES
(VALUE- RS.Cr)
40000.00
35000.00
30000.00
25000.00
20000.00
15000.00
10000.00
5000.00
0.00
2627.6245
16238.2299
39140.11
2005-06
2015-16
2025-26
Year

Annual production of Cardamom

Fiscal Year	Total Estimated Production (Metric Tonnes)	Quantity Exported (Metric Tonnes)	Key Highlights
2025–26	~28,000–32,000	16,399 MT	Record high export volume driven by strong Middle Eastern demand and a severe crop failure in Guatemala.
2024–25	~27,000–29,000	7,674 MT	Steady domestic consumption and average international trade.
2023–24	~25,000–27,000	7,083 MT	Exports stabilised after post-pandemic logistics settled.

(2) Way Forward

- **Gati Sakthi Multi model Cargo terminal at Boodinakkanur, Maduari Division, Southern Railway.**
- **Spices grown in slopes of western ghats in Kerala can be the prime commodity for transportation.**
- **Fruits & Cotton grown around Theni, Madurai & Dindigul Districts can be other commodities for transportation.**
- **Transportation of goods with-in India and for Export through ports.**

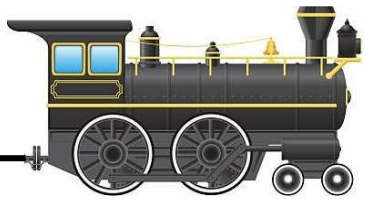


Comprehensive Welding policy for Indian Railways

Welding is an important process extensively used in Indian Railways

Welding important process in

- P.Way & Bridges installation
- Locos, Coaches & Wagons manufacturing
- S&T Equipment manufacturing
- General Structural work
- Maintenance of all four



Welding Policy for Indian Railways

Welding Policy for

- **Human resources**
  - **Railway Technicians**
  - **Railway Engineers**
  - **Non-Railway persons (engaged by contractors) & Act Apprentices**
- **Training & coordination**
- **Welding infrastructure**
- **Standardisation of welding plants & consumables**
- **De-centralised procurement**
- **Centralised web site**



Railway Human Resources - Technicians

Recruitment - Weightage for ISO-9606-1 certified welders.

Induction - ISO certification relevant to the types of weld the technician going to be engaged.

Training - in Advanced Welding Training Institute, accredited by welding institutes.

Skill upgradation at periodical interval

Welding Engineers (JE, SSE, CMA & CMS)

- Certification course in International Welding Engineer (IWE), Technologist (IWT) and Specialist (IWS).
- Every year 5% Engineers can be deputed for certification.
- Guarantees knowledge and skill to solve manufacturing issues independent of the process, material or application.
- IWEs can perform welding coordination activities as required by several global standards and codes.



Institutions to be engaged

Following Institutions shall be engaged for certification / accreditation

- Indian Institute of Welding (IIW) – Kolkata
- Welding Research Institute (WRI) – Trichy
- Indian Institute of Technology (IIT) – Agreement with IITs to suit to Railway's need.

Non-Railway human resources

Railway suppliers & contactors

- Only ISO-9606-1 certified welders should be engaged.
- Railways and its training institutes should evaluate the skill of the welder.
- Only suitable or not suitable report has to be given.
- Grading of welder like A, B, C & D should not be done.
- Suitability evaluation can be done free of cost for the first time for all welders engaged by the contractors, strength equivalent to the work awarded to the contractor.
- Subsequent additional evaluation can be charged.

Act Apprentices (Freshers)

- Act apprentices (welders) of Training Centres of Railways should be trained additionally to get certified in ISO-9606.

Advanced Welding Training Institutes & forming CTI

- All Production units of Indian Railways should have well established "Advanced Welding Training Institute (AWTI)" with necessary accreditation to issue certification for welders in ISO standard.
- Technical Training Centre/School of Mechanical workshops atleast one per zone should be upgraded with necessary accreditation to issue certification for welders in ISO standard.
- They should import training & certification for Railway employees.

  & Only certification (No training) for non-Railway employees.
- Well established AWTI at ICF Chennai can be made as Centralised Training Institute (CTI) for welding headed by Mechanical Engineer in the rank of Director General (DG).

Welding Infrastructure - For PUs & Mech Workshops

Manual metal arc weld (MMAW) - Only for onsite welding.

Gas metal Arc Weld (GMAW) - All welding involving manufacture and maintenance of rolling stocks in PUs & Workshops.

Gas Tungsten Arc Weld (GTAW) - Good for thin material since it allows exact heat input and superior control, aesthetically clean weld, Works effectively on stainless steel, etc. - For manufacturing & maintenance.

Resistance Spot Welding (RSW) – Roof, side wall, End wall & Under frame manufacturing in Production Units.

Laser weld - High volume of production, smaller heated affected zone & less distortion, high welding speed, good finish, etc. All future infrastructure for thin section weld should be laser.

Friction Weld - Acquiring and getting trained in Friction Welding for Aluminum body manufacturing in future.

Standardisation of welding plants & consumables, De-centralised procurement

- Welding plants, equipment, electrodes, consumables, safety items, PPE etc should be standardised for various types of welding according to the need.
- Procurement should not be centralised.
- Zones, Production Units, Workshops and Divisions should be empowered to do their procurement.
- Guide lines on manging welding hazards for health, work place and environment.

Centralised web site

- Specification and sources for welding plants, equipment, electrodes, consumables, safety items, etc.
- Standard operating procedure (SOP).
- Guidelines for outsourcing of welding work.
- Quality issue arisen across Indian Railways and corrective & preventive action towards quality issue.
- Updating specifications, sources, SOP, etc.
- Common subscription for international welding journals & societies, under “one nation one subscription scheme”.
- National Register - List of qualified welding professionals of Railways.

(3) Benefits

- Quality human resource for Railways & non Railway industries depending on work load given by Railways.
- Standardisation and uniform upgradation of infrastructure across Indian Railways as well as for Railway contractors.
- Improved quality of Rolling stocks. Less maintenance & less down time.
- Indian Railways Production Units can compete in export markets by adopting international welding standards.
- **Export of Vande Bharat Train Sets, Electrical Multiple Units, Diesel Multiple Units, other types of passenger coaches and freight wagons.**

Technical Supervisors

We are thankful for

1. Upgradation of 25,200 SSEs & CDMS to level-8 from level-7 w.e.f. 01.01.2022 & Non-functional financial upgradation to level-9 on completion of four years service in level-8 (RBE No.155/2022).
2. Creation of 1426 JEs, 2819 SSEs, 36 DMS and 54 CDMS posts.

- Upgradation given by Government will give relief to Technical Supervisors who are in mid or early stage of their career.
- Seniors who put more than 20 years of service and stagnated for long period not benefited by the upgradation. They have reched level-8 & 9 through MACPS before 2022.

Classification of SSEs as Group-B (Gaz) will give relief to stagnated SSEs

1) DoPT OM dated 08.12.2027, classified Central Civil Posts in Pay Levels 6, 7, 8 and 9 as Group B, but this has not been implemented in the Railways.

2) Central Government departments are having 3.6% of Group-A and 3% of Group-B posts. Railways is having only 0.9% of Group-A and 0.4% of Group-B posts.

3) Number of sanctioned Group-B posts in Railways declined from 7,652 in 2010 to 5680 in 2023.

4) The total number of Group-A and Group-B gazetted posts in Railways has remained stagnant at around 1% of total sanctioned posts since 2010.

5) Central Government departments witnessed increase in total Group-A and Group-B posts from 5.21% in 2010 to 6.51% in 2023.

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- Classifying these posts as Group-B will have no financial implications, as they are already placed in functional Level-8 and level-9 & level-10 through MACPS. They continue to get same pay and allowances applicable to the post.
- There is no need to create new setup for office functioning. All SSE, CDMS & CMS are already having well established office setup

(4) Way forward for Technical Supervisors

- **Expediate decision and approval for creation of 2000 Group-B posts. Proposal sent by Railways to Ministry of Finance waiting for approval.**
- **All SSE, CMS, CDMS & SE(IT) in level-8 (around 25,000) having element of direct recruitment in L-6 & L-7 should be classified as Gr-B in first phase.**
- **In second phase implementation, Indian Railways should follow the classification aligning with classification of DoPT.**


Thank You
K.V.Ramesh
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