



INTEGRAL

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Shri V. P. Pathak, Member (Materials Management) and Shri O.P. Khare, Additional Member (Railway Stores), Railway Board visited ICF on 13.07.19. During their visit, following activities were undertaken

1. Inspection of B Ward, A & C Ward and 12 Ward at Shell Depot.
2. A New Meeting Room at Shell Depot inaugurated by Shri A. Deivasigamani, Chief Depot Material Superintendent, in their presence.
3. Inspection of Model Ward and Ward 31 (Traction Ward) at Furnishing Depot.
4. Paint Storage Shed inaugurated by Smt. S. Vijaya, Office Superintendent, at Furnishing Depot, in their presence.
5. Cable & Harness Storage Shed inaugurated by Shri P. Muralikrishna, Chief DMS, at Furnishing Depot, in their presence.
6. Sri Lanka DEMU rake flagged off by Shri S.C. Adhikesavan, Sr. Technician, in the presence of board members
7. Held discussion with the senior officials of ICF.





PB/ICF and PB/SR jointly conducted Project Saksham training programme in 3 batches in July. The first batch of training was conducted from 01.07.19 to 05.07.19 at Dr. Ambedkar Arangam. Members from M/s Inspire Soft Tech Solutions took the training program giving insights about letter drafting, speech, presentations and various soft skills related to HR. Staff from ICF and S.Rly. participated.



New CCTV monitor connected to existing live cameras around ICF premises was installed at Vigilance Cell on 17.07.19 in the presence of ICF team of Officers and Staff.



ICF Sports Association organized All India Railway Power - Lifting Championship from 15.07.19 to 18.07.19. The inaugural function was held on 15.07.19 at Tholgapai Marriage Hall in the presence of Shri A.K.Kathpal, PCME / ICF. Men and women from 14 Railways and 25 internationals participated in this Championship.



Rajbhash Vibhag organized a Hindi Technical Seminar on 26.07.19 at AWTI Auditorium. Senior Vigilance Officer presented the seminar on evolution, roles and various topics related to Vigilance. Shri N. K. Gupta, PCEE & Mukhya Rajabasha Adhikari, also attended the program.

PERSON OF THE MONTH-JUNE 2019



C. Rudrakumar, Tech. Gr-I/Shell



M.Thirunavukkarasu, SSE/CRM



ICF team has won the 25th state level Hockey tournament held at Madurai. The team was congratulated by Shri A.K.Kathpal, PCME and President of ICF Sports Association.



Selvi V.Saganapriya, D/o. B.Vijayaganesh, Tech-1/Shop30, won the India Cements –Tamilnadu under-9 FIDE rated chess championship in girls category. 127 girls from all districts participated in the tournament.



Swati Chouhan, Accounts Assistant, Vadodara, has been selected to represent India in the World Senior Badminton championship which is to be held at Katowice in Poland from 4th August 2019.

OFFICIAL POSTINGS

Name S/Shri/ Smt	Previous	Present
V.N.Ambade	CMM/S	S.Rly
P.B.Ninawe	S.Rly	CMM/Genl
Sanjay Verma	CMM/Genl	Leave
G.Loganathan	CMM/F	CMM/Admin + CVO
Anupam Chauhan	CWE/S-SG	CWE/S-SAG
R.R.Pratap	CME/QA-SG	CME/QA-SAG
K.Venugopal Rao	CMM/Proj	+ CMM/F
U.Karunakumar	DyCME/S-III	S.Rly
J.Nagesh	DyCME/S-II	+ DyCME/S-III
D.Sivagnanamurthy	DyCME/F2	DyCME/Prog/F
N.Udayakumar	DyCME/D-4	DyCME/F2
R.Rajagopalan	AWM/S-VI	+ AWM/S-IV
S.P.Ravichandar	AWM/S-IV	AWM/Prog/S-II
S.Karunakaran	PS-II to CWES	PS-I to PCEE
P.K.Sashikumar	PS-II to PFA	PS-I to PFA
A.Elumalai	Ch.Pub Insp	PRO/MAS/SR
R.Nagarajan	Ch.Photographer	PRO/SA/SR

The post of AME/D-II has been redesignated as AME/QA/LHB.

ICF CIRCULARS

PB/LW/34/R/3A/S/Vol-V dt 15.07.19:

The following officers are nominated as Manager/ Shell Factory.

Name S/Shri	Designation	Area of Responsibility
C.V.Govindan	WM/A-II/S	Shop-15
K.Thiagan	DyCME/Prog/S	Shop-50
J.Nagesh	DyCME/S-II	Shop- 10, 12 , 13, 16, 18, 23, 24, 41.

PB/LW/115/Can Election dt 16.07.19 & 05.08.19:

Canteen Managing Committee of Shell Workers Canteen:

Name S/Shri	Designation	Status
K.T.Domnic	WM/ Shell	Chairman
S.Pradeep Kumar	Ch S&WI	Secretary
K.Lakshmikanthan	SSE/Works	Member
P.N.Ravindran	SSE/Shop45	Member
C.Raghu	AFA/Books/S	Member
V.Bharani Kumar	Asst Workshop/Sh10	Elected Member
D.Vinoth	Asst Workshop/Sh21	
S.Jayakumar	Tech-1/Sh26	
S.Ramesh Kumar	Tech-1/Sh23	
S.Kumaravel	Tech-1/Sh-18	

Canteen Managing Committee of Fur Workers Canteen:

Name S/Shri	Designation	Status
V.Jayapragash	WM/ Fur-II	Chairman
Sista Agnihotra Sarma	S&WI	Secretary
R.Gopika	SSE/Works	Member
S.Maruthuvanan	SSE/Shop85	Member
L.Dayanidhi	AFA/Sett/F	Member
G.Rajendran	Sr Tech/Sh28	Elected Member
R.Ragupathi	Tech-1/Sh85	
D.Raja	Tech-2/Sh30	
S.Lakshmi pathy	Sr Tech/Sh54	
G.Natarajan	Tech-2/Sh-80	

PB/LW/SBF/110/EST dt 17.07.19:

Employees Special tour to Thailand.

PB/PC/193/X dt 22.07.19:

Verification of data for smart ID card.

PB/GG/2A/Pers/G.Admn/Vol.XX dt 23.07.19:

Shri A.K.Kathpal, PCME is nominated as President of ICF Sports Association.

PB/LW/109/SMC/Vol-V dt 25.07.19:

The following officers are nominated as correspondant for ICF Schools management committee:

Shri N.Udayakumar, DyCME/F-II for ICF SJ Matriculation Higher Secondary School.

Shri Hanuman Prasad Meena, DyCME/S-I for ICF Higher Secondary School.

EMPLOYEES RETIRING ON 31st AUGUST' 19

1	Prakasam.N	Technician Gr-1	16
2	Kesanapalli Jeevaiah.	Sr.Technician	22
3	Mangaraman.S	Technician Gr-1	48
4	Kalyani.M	Head Ferro Prin	Engg
5	Amala.P	Chief Lab Supdt	Hosp
6	Upakaram.V	Asst.workshop/M	30
7	Narayanan.S	Sr.Technician	30
8	Kasthuri.M	Technician Gr-1	30

We wish them A Happy & Peaceful Retired Life

We Deeply mourn the sudden demise of R.Kannan, SrTech/ECDR/Shop-20.

Last Date for submission of application:

17.08.19:	Deputation of supervisors to RITES/NR.
17.08.19:	Jr. steno 16 vacancies.
17.08.19:	ICF Sports Quota 13 posts
19.08.19:	Physiotherapist 1, Pharmacist 3 on contract basis.
20.08.19:	Sr. Manager- 1Post, Manager-2 Post for ICF Kalyana Mandapams
23.08.19:	Subsidized hosetel at pune for wards of railway employees.
09.09.19:	Re-employment of retired employees by Construction Orgn., S.Rly
30.09.19:	Last date for submission of application at Railway board for Sainiks GP 1800, in Vigilance department of Railway board, on deputation basis.
30.11.19:	Technical scholarship from SBF for employees in GP above 2400.

For individuals, Hindu Undivided Families (HUF) and taxpayers whose accounts are not required to be audited, the last date of filing ITR is usually, July 31. For the financial year (FY) 2018-19, the government has extended the deadline by a month to August 31, 2019.

RECENT IMPROVEMENTS IN ICF

- Modified underframe drawings of LHB AC and LWLRRM coaches suitable for Air spring Bogies
- Currently LWLRRM and LHB AC coaches are provided with FIAT bogies fitted with coil springs. It has been decided to provide 120KN capacity air springs in secondary suspension of the AC coaches. Modified underframe drawings of LHB AC and LWLRRM coaches suitable for Air spring bogies have been issued.

Modified underframe drawings of LHB AC and LWLRRM coaches suitable for Air spring Bogies

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Conversion of Body Assembly Fixture

In order to meet the increased production target of LHB shells in LHB Shed, Train 18 Body Assembly Fixture- II was converted as Flexi fixture within a record time of one week. The rest plates and end wall clamp supports were of bolted design instead of welded design and hence future conversions from Train 18 to LHB and vice versa can be done in 3 days.

RAILWAY BOARD CIRCULARS

RBE 110/2019: Filling up the posts of Instructors in recognized Training Institutes- Uniform guidelines- Amendment of Para 215 of IREM Vol. I.

RBE 112/2019: Revision of pension w.e.f. 01.01.2006 of Pre-2006 pensioners who retired from the 5th CPC scale of Rs. 6500-10500/- or equivalent pay scale in the earlier Pay Commission periods.

RBE 113/2019: Increasing promotion quota percentage for Technician-III posts in Diesel/Electric Loco/EMU Sheds in Indian Railways

RBE 114/2019: Honorarium for functionaries involved in conducting Document Verification (DV) for Level 1 recruitment in RRCs.

RBE 115/2019: Amendment to IREM Volume-I

RBE 116/2019: Revised pass facilities to the railway servants who are "Persons with disabilities".

RBE 117/2019: Selection to Group 'C' posts in Railways. Some candidates who had opted to write the examination in English medium had switched over to Hindi medium midway. It is clarified that in all such cases where a candidate switches his medium of writing beyond his opted medium, the answers written in other than the opted medium need not be given credit. The only exception is where Hindi is opted and technical words/phrases are written in English.

RBE 118/2019: Re-engagement of retired railway employees in exigencies of services.

RBE 119/2019: State Railway Provident Fund –rate of interest during the year 2019-20 (July 2019 to Sep 2019)

RBE 120/2019: Revised pay limits for entitlement of Passes/PTOs. If a railway servant, who is presently entitled to First Class Pass becomes ineligible to First Class Pass on the basis of revised criteria, the First Class Pass may be allowed as personal to the employee.

RBE 122/2019: Introduction of 100% objective type paper in Departmental selection - clarification

RBE 125/2019: Fixation of pay in the revised pay structure for running staff promoted as on 01.01.2016 or thereafter - clarification

RBE 127/2019: Adoption of instructions issued by DoP&T regarding restrictions of officiating pay under FR-35 (Rule 1329 IREC Vol.-II)

RBE 130/2019: Reiteration of salient points regarding strengthening of administration by periodic review under rule 1802(a)/ 1803(a)/ 1804(a) – R.II.1987 edition

RBE 131/2019: Revision of Hourly rates of Incentive bonus and bonus factor of workshop/PUs in respect of staff under CLW pattern GIS. i. A factor of 2.25 is applied for revision of hourly incentive rates for CLW pattern incentive scheme and bonus factor for Group Incentive Scheme for all direct categories and JEs/EIWs. ii. Incentive to the SSEs is linked to the basic pay. The applicable percentage for calculation of incentive for SSEs directly supervising the work of staff working in the shop floor will be 15% of the new basic under 7th CPC. i.e. Incentive payable to SSEs = New Basic pay x 15%. iii. The revision of hourly rates of incentive bonus and bonus factor of workshops and PUs is linked with 5% improvement in productivity. It is to be done by revision of allowed time in case of workshops/PUs under CLW pattern incentive or 5% increase in productivity without additional payment in case of workshops/PUs under GIS. iv. Biometric attendance is made compulsory in all workshops/PUs. 2. The increased hourly rates of incentive bonus and bonus factor of workshops/PUs in respect of staff under CLW pattern/GIS are made applicable from 01st July, 2017. 3. Zonal Railways and PUs should decide on provision of inspection by third party for improvement in quality of output in the overall interest of Indian Railways. 4. Other guidelines, not covered in this letter, for payment of incentive to staff under CLW/GIS pattern incentive schemes shall continue to be in force.

DOPT# F.No.11013/02/2019-Estt. A-III dt 06.08.19: Amendment in Central Civil Services (Conduct) Rules, 1964 regarding acceptance of gifts by Government servants – DOPT Order

LTA is the Pension for the period it was not drawn during the life time of a pensioner. According to Arrears of Pension (Nomination) Rules, 1983, pensioners are required to nominate another person, during his/her lifetime to receive the arrears of pension, due to the pensioner on his/her death. This is paid to the nominee, and if there is no nominee, lifetime arrears can be claimed by the legal heirs and settled. However, time barred claims will be settled by sanction of the concerned Pension Sanctioning Authority. So all pensioners should submit the form to avoid inconvenience in future.



Shri Purnendu S. Mishra, Indian Railway Traffic Service (IRTS) Officer of 1982 Batch, took over as new Member Traffic (MT), Railway Board and Ex-officio Secretary to the Government of India in the afternoon of 17.07.2019. Prior to joining this post, Shri Mishra was the General Manager (GM) of South Eastern Railway (SER) and Eastern Railway (ER).

Shri Rajesh Tiwari, an officer of Indian Railway Service of Electrical Engineers (1981 batch), General Manager, North Western Railway, Jaipur has been appointed as Member/ Traction on 17.07.19.



- The Mahalaxmi EMU workshop has earned the reputation for being the first 'zero scrap' workshop of the Indian Railways. V.P. Pathak, Member Material Management of Railway Board, visited the workshop at Mahalaxmi and appreciated the efforts made by officials to create the first 'zero scrap' workshop in the Indian Railways. He also announced an award of Rs 25,000 for the workshop.

Indian Railways introduces biometric system for unreserved coaches:

In a passenger-friendly step, Indian Railways has for the first time introduced a system of biometric identification to guarantee seats to railway passengers in general class unreserved coaches. The pilot project has been launched at Western Railway divisions Mumbai Central railway station and Bandra Terminus. The aim of the project is to prevent stampede-like situations at platforms at the time of boarding trains with unreserved coaches. According to Indian Railways, general class passengers often complain about cornering of seats by antisocial elements.

How does Indian Railways new biometric system for unreserved coaches work?

Passengers purchasing tickets for the general class coaches will have to get their fingerprints scanned at the biometric machine, after which a token will be generated. The total number of tokens generated will be in line with the number of seats in a particular general class coach. The passengers can then assemble in a queue as per their serial number on the token a few minutes before the rake is placed on the platform. The RPF staff at the entry point of the general class coach verifies the token serial number and allows the passengers to board the coach in an orderly manner.

- As per extant rules, Season tickets are issued upto a maximum distance of 150 Km. Recently, Railway Board has delegated powers to General Managers of Zonal Railways to decide exemptions in the distance limit beyond 150 km subject to maximum distance limit upto 160 km for issue of Season Tickets over certain sections.
- Acceding to the representations received from various Rail Passenger Associations, Season Ticket Users and rail users, General Manager,

Southern Railway has accorded sanction to issue Season Tickets on the following routes in Chennai Division:

1. From Chennai Central to Melalathur via Arakkonam and Katpadi for a distance of 158.81 Km
2. From Chennai Egmore to Gudiyattam via Chennai Park – Chennai Central, Arakkonam & Katpadi for a distance of 155.36 Km.
3. Chennai Egmore to Gudiyattam via Chennai Park – Chennai Beach-Washermanpet, Arakkonam and Katpadi for a distance of 159.91 Km. Season tickets can be availed from both ends in the above pairs of stations. UTS Mobile App Bookings are also facilitated for availing Season tickets in the above sections.

METROLITE

The Centre has proposed light urban rail transit system - 'Metrolite' - in small cities and towns having lower projection of ridership, with each train having three coaches and a restricted speed of 25 kmph.

The Union Housing and Urban Affairs Ministry has issued standard specifications of the 'Metrolite' system. According to the ministry, the 'Metrolite', which can be developed at a lower cost in comparison with existing metro system, will also act as feeder system to high capacity Metro.

STANDARD SPECIFICATION OF LIGHT URBAN RAIL TRANSIT SYSTEM "METROLITE"

Government of India

M/o Housing & Urban Affairs- July 2019

Standard Specifications of Light Urban Rail Transit System named "METROLITE"

INTRODUCTION

The metrorail system being developed at present is of high capacity which is required for, bigger cities with very high ridership and Peak Hour Peak Direction Traffic (PHPDT). Seeing the success of metrorail in the country, several other cities with lower projection of ridership are also aspiring for rail based mass rapid transit system, which could be fulfilled by Light Urban Rail Transit System named "Metrolite" with less capacity at much less cost. 'Metrolite' would also act as feeder system to high capacity Metro. In addition to less capital cost, the operation and maintenance cost of Metrolite would also be less making the system more viable.

STANDARD SPECIFICATIONS: CIVIL STRUCTURE:

At Grade Metrolite System:

- a) As far as possible, At-Grade alignment need to be planned to bring down the civil construction cost and time.
- b) The system shall have a dedicated path separating the road traffic with Metrolite system
- c) For segregation with road traffic, continuous splinth/ Fencing can be provided on either side of network.
- d) Shelter platforms shall be planned in a staggered manner on alternate side for Up and Down lines to reduce the actual road space. In this plan, road width occupied shall be minimum 8.5 m
- e) The road width occupied by the system "AT-GRADE" for both up and downlines is minimum 7.6 m outside Metrolite shelter location.
- f) In case the road width does not permit, one line only can be provided on a particular road and the other line can be provided on a parallel road also.
- g) The road width occupied by the system "AT-GRADE" for single line is minimum 3.5 m outside shelter location and minimum 5.5 m inside Metrolite shelter.

- h) As an alternative, entire road can be closed for road transport and only train can be operated with pedestrian plazas.
- i) Conceptual layout of the At-grade Metrolite shelter is attached with Annexure-I & II with this report.
- j) Platform width of minimum 1.12m (NFPA-101) shall be proposed on either side of the track.
- k) Metrolite shelter roof can be optimized to 1/3rd of train-length in the platform area instead of providing roof in the entire shelter length.
- l) Zebra crossings shall be provided on either side of the platforms for passenger movement from the side foot paths.
- m) Respective municipal corporations shall identify all possible paths for providing at-least single track operation of Metrolite trains between two parallel roads.
- n) Ring network shall be planned to reduce the headway.
- o) Only at location of cross-overs, signaling equipment rooms are required at the nearest Metrolite shelter. This equipment shall be planned in an under ground container below the platform with required access and ventilation.
- p) AFC gates, Platform screen doors, X-ray baggage scanner and DFMD are not suggested in the Metrolite shelter. This will remove any signaling and PSD equipment rooms in the Metrolite shelter platform making it un-attended shelter.
- q) Ticket validators could be installed inside the Metrolite train and shelter with NCMC/ other ticketing systems.
- r) With random checking, heavy penalty shall be levied on the passengers without a valid ticket in the system.
- s) Road traffic system:- Integrated road and rail signaling system to be provided with priority for Metrolite system. Traffic marshals can be posted initially at crossings to enforce discipline.

Elevated Station:

- a) Elevated Metrolite system shall be planned only when At-Grade system is not possible.
- b) Road space occupied at the median shall be maximum 2.2 m for Piers.
- c) Platform width of 1.12m shall be proposed on either side (NFPA 101).
- d) Concept of Concourse shall be avoided and only Platforms shall be used for passenger area. Station will be at single level platform with an underbridge (FOB) below the rail level.
- e) Access to the Underbridge (FOB) could be planned with one entry/exits on the road. Vertical clearance of FOB shall be maximum 5.5 m above road level and shall be used for road crossing for general public.
- f) Conceptually out of the elevated station is attached with Annexure-2.
- g) Station area can be planned with more natural lighting and natural ventilation instead of heavy closed structures.

- h) AFC gates, Platform screen doors, X-ray baggage scanner and DFMD are not suggested in the Metrolite shelters. This will remove any signaling and PSD equipment rooms in the station platform making it un-attended station.
- i) Ticket validators could be installed inside the train and in shelters with NCMC or other ticketing systems.
- j) With random checking, heavy penalty shall be levied on the passengers without a valid ticket in the system.

Track:

- a) Rail Gauge to be adopted is standard gauge of 1435 mm width.
- b) The track curves of radius up-to 25 m shall be adopted
- c) Ballast-less track proposed in elevated sections and embedded track on road for At-grade sections.
- d) Concealed Point machines for operation of cross-overs shall be provided below the embedded tracks.

ROLLING STOCK

Train Configuration:

- a) Metrolite trains with maximum 12T axle load is to be adopted for passenger PHPDT capacity from 2,000 to 15,000.
- b) Unit shall consist of three non-separable coaches with low floor height of about 300-350 mm. Unit length shall be of minimum 33 m.
- c) The track curves of radius up-to 25 m are adopted. Hence, the car body width of 2.65 m is to be adopted as the standard dimension.
- d) The car structure material shall be stainless steel or Aluminium.
- e) The train configuration will be of 3 car unit. Number of additional coaches of train may be decided by the Metrolite authority based on PHPDT in the initial design stage itself.
- f) Train shall be capable of carrying full load passengers up-to a gradient of 6%. Individual metro authorities can decide the gradient requirements based upon the site conditions as Metrolite is predominantly planned At-grade.
- g) Up-to 300 number of Passenger loading for 3-coach train unit. @ AW31 loading conditions.
- h) Train shall be capable of travelling in elevated, at grade and tunnel sections.
- i) Motorisation - Minimum 50 % motorized axles for the unit of 3 nonseparable coaches.
- j) Maximum operational speed is 60 KMPH.
- k) Safety certified Obstruction detection system shall be employed for the trains.

Emergency Evacuation System

The type of evacuation for trains is side evacuation in between both the tracks.

Maintenance / Depot facility:

- a) Due to less radius of curvature of trains (25 m), the size of the depot will be considerably less than that for Metro-railway depots.

TRACTION SYSTEM:

- a) Traction system shall be 750 V DC Over-head catenary system or embedded third rail system.
- b) Catenary free technology may also be opted in short stretches where ever absolutely needed.
- c) Respective cities shall decide the location and availability of the DC sub-stations required for Metrolite system.

SIGNALLING, TELECOM & AFC SYSTEMS:

Signalling:

- a) CBTC shall be the technology to achieve the Signalling & Train Control. CBTC medium shall provide Train to OCC Rolling Stock Information transmission.
- b) Metrolite System having exclusive Right of Way shall require full complement of Signalling & Train Control (CBTC (GOAI - ATP only), ATS & Interlockings) primarily because of:
 1. Derailment prevention due to Over Speeding, especially when it is an Elevated and At Grade Section
 2. Route diversions
 3. When more than one Train is required to run in one Section due to better Headway requirements/ De-congest
- c) CBTC shall allow minimising of way side cabling requirements.
- d) CBTC system shall be provided with cab signalling and shall be interfaced with Road signals.
- e) CBTC system shall be with safety certification of SIL4 level.
- f) In case of failure of On-board ATP, train operation shall be done as per provision of MRGRI modified MRGR for light metro.
- g) No fall back system is recommended as it is required to avoid equipment at the road level. In any case, even with failure of On-board signalling, the speed is restricted to 25 Kmph. Signalling shall be available in only one cab and with redundancy within the single ATC cabinet inside the cabin.
- h) To reduce the cost of CIt'I'C implementation, the following is suggested:
 - i) Instead of having Distributed Interlockings at various Stations, Centralised Interlocking at OCC with Object Controllers at Point/Crossing Stations shall be planned.
 - j) Reduce the number of On-Board ATP by having a Single ATP Unit for the whole Train.

Telecom: (a) The system uses CCTV cameras in platforms and train communication through Tetra radio.

AFC: a) AFC gates, Platform screen doors, X-ray baggage scanner and DFMD are not suggested in the Metrolite shelters. This will remove any signalling and PSD equipment rooms in the station platform making it un-attended station.

- b) Ticket validators could be installed inside the train and in shelters with NCMC / other ticketing systems.
- c) With random checking, heavy penalty shall be levied on the passengers without a valid ticket in the system.

3. INDIGENISATION

- a) For larger quantities (ex More than 100 coaches), the concerned metros may look at the possibility of stipulating local manufacturing of coaches and sourcing of certain components to the extent possible.
- b) Systems equipment and technology should be modular such that indigenization is possible.

Note: 1. The above broad standards of Metrolite. Detailing, wherever required, should be done within the ambit of above standards by metro rail companies/implementing agency at the time of implementation.

2. Any deviation from the above standards will require prior approval of Ministry of Housing and Urban Affairs.

The Union Cabinet chaired by Hon'ble Prime Minister Shri Narendra Modi has approved Grant of Organised **Group 'A' status to Indian Railway Protection Force (RPF)** and consequential benefits of Non-Functional Financial Upgradation (NFFU) with effect from 01-01-2006 and Non-Functional Selection Grade (NFSG) @ 30% of Senior Duty Post (SDP) with effect from 06.06.2000, as per Department of Personnel and Training guidelines dated 24.04.2009 and 06.06.2000 respectively and subsequent instructions thereon.

The Central Workshop at GOC has bagged the Shield for Best Railway Workshop in Indian Railways for its outstanding performance during the year 2018-19. This is the first occasion in the history of GOC to win the Best Workshop shield at the National level instituted by Railway Board. The Carriage & Wagon Workshop at Jagadhri, Northern Railway has shared the Shield along with GOC. The Shield was received from Shri.Vinod Kumar Yadav, Chairman, Railway Board by Shri. Rahul Jain, General Manager, Southern Railway along with Shri.P.N.Jha, Chief Workshop Manager, Golden Rock Workshop, Tiruchchirappalli during the grand function held in Mumbai as part of 64th Railway Week Annual Awards at Railway Board Level.

The 64th Railway Week National Award function was held at the Jamshed Ji Bhabha Theatre (NCPA), Mumbai on the 30th July 2019. Shri Devendra Fadnavis, Honorable Chief Minister of Maharashtra, was the Chief Guest and Shri Piyush Goyal, Honorable Union Minister of Railways & Minister of Commerce & Industry, presided over the function. This occasion was graced by Shri Suresh Angadi, Honorable Union Minister of State for Railways.

Shri V.K. Yadav, Chairman, Railway Board, Members of Railway Board, Secretary Railway Board, General Managers of all Zones and Production Units, other officials and employees of Indian Railways were present at the event along with awardees and their families from different Zones and Production Units of Indian Railways. Shri Piyush Goyal, Honorable Union Minister of Railways & Minister of Commerce & Industry, gave Medals, Cheque and Certificate to 133 individual awardees from different Zones and Production Units of Indian Railways in the presence of Shri Devendra Fadnavis, Honorable Chief Minister of Maharashtra and Shri Suresh Angadi, Honorable Union Minister of State for Railways. The Honorable Minister also awarded 20 Shields to employees/ officers representing their Zones and Production Units for their outstanding performance which includes the prestigious Govind Vallabh Pant Shield for overall efficiency along with awards to winners of four Zonal competitions.

An Exhibition about new initiatives and cutting edge technology/ achievements was organized at Chhatrapati Shivaji Maharaj Heritage Hall on 30th & 31st July 2019.

Energy Efficient Indian Railways

Some of the energy conservation measures taken by IR:

- i) Use of energy efficient 3-Phase technology with regenerative features for electric locomotives, Mainline Electric Multiple Units (MEMUs), Electric Multiple Units (EMUs), train sets for better energy efficiency.
- ii) Introduction of Head On Generation (HOG) system in trains to reduce diesel fuel consumption in power cars. 350 electric locomotives are equipped with hotel load converters.
- iii) Provision of energy efficient Light Emitting Diode (LED) lighting in all Railway installations including Railway stations, service buildings, Residential quarters & coaches for reduction in electricity consumption.
- iv) Regular energy audits at consumption points - Energy Efficiency studies of six (6) Production Units (PUs) and four (4) Workshops were conducted and upto 15% energy efficiency improvement achieved. This included activities like identification of significant energy saving opportunities, one day training program, identification of potential technology suppliers who can offer energy saving technologies to the units etc.
- v) Emphasis on use of 5 Star rated electrical equipment.
- vi) Regular training of Loco pilots for use of coasting, regenerative braking features and switching off blowers of electric- locos in case yard detention is more than 50 minutes. Similarly, diesel locos are also shut down, if expected detention is more than 30 minutes and thereby resulting in reduction of Green House Gases (GHG) emissions.
- vii) Trailing locomotive of multi units (MU) hauling empty freight trains are switched off to save energy.
- viii) Energy consumption on electric locomotives is regularly monitored through microprocessor-based energy meters provided in all the electric locomotives and benchmarking is done based on average energy consumption.
- ix) Monitoring the fuel consumption with respect to trip ration of diesel locomotive drivers.
- x) Auxiliary Power Unit (APU) has been provided in 986 diesel locomotives to reduce fuel consumption when locomotive is idle.
- xi) Monitoring of idling of diesel locomotives is being done through remote monitoring and management of Locomotives and trains (called as REMMLOT). 2606 locomotives at present are equipped with REMMLOT.
- xii) Use of 5% bio-diesel in traction fuel- Blending of bio-diesel with HSD, to the extent of 5%, to save HSD.
- xiii) 20% Compressed Natural Gas (CNG) substitution in DEMUs -CNG usage emits less GHG than liquid fuels. Indian Railways have the distinction of being the only railway in the world to be using CNG run power cars for passenger transportation. IR has also started

conversion of DEMU Driving Power Car (DPC) into dual fuel mode DEMU/DPC with CNG. 25 numbers of DPCs have been converted and are under operation.

Indian Railways have registered a growth of 1.8% in the number of passengers carried in 2018-19 as compared to the previous year.

Indian Railways have taken many measures to increase its share which includes the following in passenger segment:

- I. Augmentation of on-board capacity by attachment of additional coaches, running of special trains during festivals and holidays, running of Suvidha trains etc.
- ii. Augmentation of ticket selling capacity through mobile ticket booking, operation of Automatic Ticket Vending Machines (ATVM), utilizing the services of ticketing agents like Jan Sadharan Ticket Booking Sewaks (JTBS), Station Ticket Booking Agents (STBA), Yatri Ticket Suvidha Kendra (YTSK) etc.
- iii. Expansion of digital payment modes like net-banking, credit/debit cards, e-wallets, Unified Payment Interface (UPI)/Bharat Interface for Money (BHIM) to enhance passenger convenience
- iv. Introduction of Alternate Train Accommodation Scheme (ATAS) known as VIKALP to provide confirmed accommodation to waitlisted passengers and also to ensure optimal utilization of available accommodation.
- v. Offering of 10% discount in basic fare on vacant berths/seats booked after preparation of first reservation charts.
- vi. Offering of graded discount in flexi fare trains and Humsafar trains, where class-wise occupancy is less than 60%, 4 days prior to scheduled departure of the train.
- vii. To facilitate second class passengers, sleeper class coaches running underutilized have been de-reserved on a particular section as second class unreserved on second class fare as well as sleeper class unreserved.
- viii. In case of AC-III tier coaches running vacant during day time over a particular section, the power has been delegated to Zonal Railways to declare such AC-III tier coaches as AC chair car on AC chair car fare.

