

Respected Sir,

A few proposals, in the best interest of Nation and Railway, plus commuters is being attached and given herein below for consideration / insertion in the 2014-15 Railway Budget :-

- 1/ If a bypass line is constructed connecting Ilu with Silli in Ranchi Divn, *bypassing Muri* (total length of around ± 5 Km) and once the RNC - LAD - TORI BG stretch is through & electrified, HOWRAH (SER) TO NEW DELHI TRAINS CAN ADOPT A **NEW ROUTE** (HALF OF THE TOTAL LENGTH) via **Tata** - Ranchi - Tori - Chopan - **Chunar / Dehri**. As a result, pressure @ MGS will also be emaciated.
AND / OR if a bye-pass line is constructed **bypassing Purulia** (length is less than 2 Km), a **NEW ESPOUSE ROUTE** will be ready for CNB & beyond via **Kharagpur** - Adra - Muri - Ranchi - Tori - Chopan - **Chunar / Dehri**. A small bridge will require en-route aside PRR. HOWRAH MUMBAI TRAINS CAN ALSO ADOPT A NEW ROUTE VIA **KHARAGPUR / TATA - MURI - RANCHI - TORI - CHOPAN - KATNI** which will be shorter than that of present route either via NGP or ALD.
Survey for erection of above new bypass lines, if agreed, may please be started.
- 2/ Survey / Works on Double Line may be started in between Hatia & KNRN / BNDM keeping in view the increasing number of trains & passengers on this line. Additionally, if this line is connected with Itki from Hatia / Balsiring bypassing Ranchi City, a new shorter route will be unpacked for "Rourkela - Hatia / Argora - Lohardaga - Tori - Mirzapore - CNB - Delhi - Jammu" route.
Third line in between Hatia & Tatisilwai (around 21 Km) can also be considered.
- 3/ A line can be constructed from Hatia / Balsiring to Itki to join HTE ROU & RNC LAD line.
- 4/ **CIC LINE SHOULD BE RELOCATED UNDER RANCHI DIVISION** - for proper management.
- 5/ Big **Electronic Watches** should be installed immediately in all platforms ie 1, 1A, 2, 3, 4 & 5 at Ranchi Junction as well as in other stations of Ranchi Division.
- 6/ **30th ELECTRIC LOCO SHED OF INDIA FOR RANCHI / HATIA** initially with 25 WAP4 & 25 WAG9 locos may be considered. Wag9 Locomotives to be homed for this shed be named "PAHARI".
Plenty of land at Ranchi is available, earlier used for NG Line & BG Wash line.
- 7/ One FOB may please be constructed on the southern end at Hatia Station.
- 8/ Platform Shed be extended at Udupi because of rain throughout the year.
- 9/ RNC MURI Running time can at ease be reduced by 5 mnts to 55 mnts with WAP4 / WAM4 Locomotives. Also, stoppage of each train at Muri not required at all.

10/ Option for "Onward Journey" must be introduced in internet reservations.

11/ " BIRKSHA MITRA YOJANA "

It is well known to all of us that Indian Railway is having track, over 65,000 route Km in Indian Territory. Sir, if we border all the Railway area of this elongated track by local fruit trees at a distance of abt 50 mtrs in both the sides of track, we can plant about (65,000 x 20 x 2 = 26,00,000) trees, throughout the country only in Indian Railway area. The Railway & Forest Ministry may coordinate in this regard. In case, availability of 26,00,000 plant is not possible in one single year, Rly can take up the matter in phased manner for the next five years. And after the trees are grown up, in turn, the Railway can auction the fruits for additional income. Also, the Railway can create job of around additional 7500 persons (purely on contract basis @ Rs.10,000/- p.m) to be posted at every stations who will look after the trees for the next 5/10 years. The expenditure can mutually be borne by both Rly & Forest ministries @ 50:50.

12/ DEVELOPMENT & MATURED MODIFICATIONS OF ARGORA STN (RANCHI DIVN)

As you are aware, Argora is a Halt station in between Ranchi and Itki, only 2Km away from Ranchi Junction; earlier serving the narrow gauge trains of Ranchi - Lohardaga. This point forward, Rourkela and Lohardaga lines are bifurcated. Now even after gauge conversion, this station has not much been improved due to non-availability of passengers, in spite of the fact that it is well connected by road (± 1 km existing road to be upgraded). Besides, this station is well inside the periphery of Ranchi City. So, this Halt station can be developed with alluring adornment as full-fledged station.

This particular station, once the RNC - LAD - TORI BG line is through & electrified, can be used for North & North-West bound trains of Ranchi for which initiatives are to be taken henceforth like construction of 2 new platforms of around 550 / 600m long (to accommodate 20/22 coaches). Only 1 platform having track on both sides will also serve purpose for the time being, if a 5m wide sloped underground subway is built to connect the platform. Already a platform of about 350m in length is available at Argora which can be widened in length with track on the opposite side. It is relatable to mention here that plenty of land is available with the railway in this particular area for construction of platforms, earlier which was used for Rly colony. So, I think, it will not be difficult for Railway to start this very new project from now on, because no land acquisition is involved in this particular case. Furthermore, Start / Termination / Stoppage of some trains can, as well be arranged at Argora alternating RNC / HTE during traffic congestion.

Furthermore, cleanse rake whenever required can easily be placed at Argora from Hatia Yard (2 km away) and vice-versa. Thus, pressure of idle rake on RNC / HTE can easily be reduced. This will be more effective if one or two extra track is put up in between Argora & Dibdih. After washing & cleaning at Hatia yard, some of the rakes can be positioned here for onward movement to Ranchi. If I am not inaccurate, keeping in view the robust increase in number of passengers / trains from Ranchi and Hatia, Argora Station must have to be developed in near future. *SO, WHY NOT TODAY ?!?*

13/ Proposals prepared for new trains on some **uncommon routes & for those cities which are not connected till now** with each other and not a single train plying on these proposed routes. The Time Schedule prepared & attached is based on the **CAPABILITY OF MOST RECENT LOCOS, COACHES & UPGRADED TRACK** wherever available. Intentional late

/ Margin time has not been measured while arranging the time schedule for maximum utilization of rakes. Apart, if I may say so, the Waiting Lists of 15661/2, 22891/2, 18627/8, 22845/6 & 13425/6 itself shows the demand of these trains which you considerately have initiated on my previous proposals / requests.

- i/ **HATIA - MANGALORE** via SC/MAO (PASCHINGHAT EXP)- **NEED OF THE HOUR**
- ii/ **HATIA - BBS - CHENNAI** (KOEL KRISHNA KAVERI EXP) - **NEED OF THE HOUR**
- iii/ **DBRT - MANGALORE** via NJP/ UD / HTE / BSP / SC (SOUTHEAST EXP);
- iv/ **RANCHI - Guwahati - DIBRUGARH TOWN** (CHOU BIHU EXP)
- v/ **RANCHI-Ahmedabad-OKHA** via CPU / KTE / BPL (RADHAKISHAN EXP);
- vi/ **HATIA - Rourkela - Bilaspur - BHOPAL;**
- vii/ **RANCHI - Choupan - Katni - Bhopal - INDORE;**
- viii/ **RANCHI - Lucknow - DEHRADUN** (JAL PRAPAT EXP);
- ix/ **MANGALORE CENTRAL - GORAKHPUR;**
- x/ **ROURKELA - RNC - BKSC - DHN - DURGAPUR** (STEEL CITY EXP);
- xi/ **NJP - PUNE** (BANGLA MARATHA MAIL) (*Special initiated 02511/02512*);
- xii/ **RANCHI - MLDT INTERCITY** via PRR / UD / RPH;
- xiii/ **BHUBANESHWAR - HOWRAH - NEW JALPAIGURI** (UDAYGIRI EXP);
- xiv/ **RANCHI - NAHARLAGUN** via PRR / ASN / UD / NJP;
- xv/ **RANCHI / AOR -Tori - MUGHALSARAI INTERCITY.**

14/ Increase in Frequency / speed for the following trains may please be considered:-

- i/ 22845/22846 - **Hatia Pune SF Exp** - 2 days to 6 days with Pantry Car;
- ii/ 12811/12812 - **Hatia LTT Exp** (via Nagpur) - 2 days to 4 days;
- iii/ 15661/15662 - **Ranchi Kamakhya Exp**, 2 days to 4 days with Pantry Car. Also, at ease, with increase in speed / adjustment of time can be extended upto Naharlagun or Lumding / Manu / Dibrugarh Town;
- iv/ 13425/13426 **ST MLDT Exp** be extended upto NJP for extra Passenger;
- v/ 02511/12 **KYQ - PUNE - KYQ Spl** be regularized via RNC.

In addition, I must thank you for considering my request with initiation of Special 02511/2. But I am more than sure, it will be healthier if it is regularized / rerouted via HTE instead of CKP. Large Margin time is available in between NJP-DGR to cover extra 71 Km + 20 minutes for reversal of engine at PRR. Moreover, passengers of both 22845/6 & 15661/2 will also be benefitted.

Thanking you and looking forward to your positive response in this regard please.

Sincerely yours,

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WHY THESE PROPOSALS FOR NOVEL ROUTE / TRAINS ?

- 1/ **"PASCHIMGHAT EXPRESS" (HATIA - MANGALORE CENTRAL)**
This is a **NEW ROUTE**. Ranchi to Secunderabad, is not connected directly by rail with Madgaon, Konkan Railway upto Mangalore Central / Kojhikode. Therefore, this proposal has been set up on this uncovered route to ease the intricacy of travelers of 10 States at a time with a single Tri-weekly Express. If the train is initiated with this novel route, half of the Indian territory as well as the Girl Students / Students / Tourists of Kerala / Karnataka / Goa / Maharashtra / Telengana / AP / MP / Chhattisgarh / Orissa / Jharkhand will be benefited and accomplish the journey without any break at any station. Your prime focus to start a train on this fussy route will be appreciated by billions of commuter. **Since this train will pass an elongated way through PASCHIMGHAT RANGE of Hills (Western Range), therefore, this name is proposed.**

- 2/ **"KOEL KRISHNA KAVERI EXPRESS" (HATIA - CHENNAI)**
This is a **NEW ROUTE**. At present only 60 seats are available from RNC / HTE for the entire South bound passengers whereas the population from South India in and around Ranchi, is in million. Therefore, a ticket for South India is not easily available, if a ticket is booked even before 59 days of journey. If this train is started, it will be easier for the patient to get ticket going for treatment in Chennai / Vellore; and the passengers traveling in between Ranchi & Chennai will be sidetracked from Dhanbad-Allaphuza Exp being a dawdling Express. Moreover, passengers, mainly students those who are engaged with higher studies in between Bhubaneshwar, Ranchi & Rourkela, will at ease complete their journey in a **Chair Car** during day time at cheaper rate. Alike, the passengers from Vijayawada can get their job done at Chennai and back in a day. **The name derived from 3 major rivers of Jharkhand, AP & Tamilnadu.**

- 3/ **"JAL PRAPAT EXPRESS" (RANCHI - DEHRADUN)**
This is a **NEW ROUTE**. There is no direct train from Ranchi connecting with Lucknow and Dehradun - the capital city of UP & Uttrakhand. Lots of passengers are there in this route who have to travel via Dhanbad / NSCB or Kanpur / Delhi. A train from Ranchi to Dehradun via Lucknow (twice a week) will ease the commuter to complete journey in a single train. **As both the cities - Ranchi & Dehradun are encircled by many a picturesque waterfalls, therefore, this name is proposed.**

- 4/ **"HATIA - BHOPAL EXPRESS" / "RANCHI - BHOPAL - INDORE EXPRESS"**
This is a **NEW ROUTE**. Commercial viability of this particular route cannot be predicted by me. Your Commercial Division can enlighten in this regard. Though, if the two State Capitals are to be connected, Weekly Winter / Summer Special may be introduced to ascertain commercial viability of this particular route. However, if this train is extended upto Okha or Somnath, via Vadodara /

Ahmedabad, undoubtedly, even a daily service will not be able to cope up the commuter.

5/ **"RADHA-KISHAN EXPRESS" (RANCHI - OKHA)**

This is a **NEW ROUTE**. Ranchi is not connected with the capital city of Gujrat and MP. Actually there is no connecting train from Okha / Ahmedabad beyond Bhopal upto Ranchi where crores of Gujratis (Approximately 4 crores total population including & in between Bhopal & Ranchi) are there. A Superfast train with this new route is required immediately to serve the sentiment of Gujrati businessmen of this area. In addition, as you are well aware, this under-used route (Barkakana - Chopan - Katni / New Katni) will also be utilized if new trains are introduced in this route. **Name proposed on Krishna's life at Dwarka.**

6/ **"CHOU BIHU EXPRESS" (RANCHI - DIBRUGARH TOWN)**

This is a **NEW ROUTE**. A train is running in between Ranchi & Kamakhya only twice a week. The tea garden laborers, spreads all over in Assam, Doors & Darjeeling are originally from Jharkhand & Chattisgarh. Therefore, a direct train from Dibrugarh to Ranchi may be considered to ease the poor laborers' journey. **Also, based on traditional dances of Jharkhand & Assam, name proposed for this train is - "Chou Bihu Express".** I am sure, each & every one of both the States will adore this name.

7/ **"STEEL CITY EXPRESS" (ROURKELA - DURGAPUR)**

This is a **NEW ROUTE**. You are well watchful that ONLY Shatabdi running lucratively in the Eastern Region, since inception, is the HWH RNC HWH 12019/20 Shatabdi, mainly because of the SAIL, CIL & other PSU personnel. So, if a new train is started with given timings in between Rourkela & Durgapur touching all SAIL cities - Ranchi, BKSC & Asansole, I am more than sure, will run admirably.

8/ **"SOUTHEAST EXPRESS" (DIBRUGARH TOWN - MANGALORE)**

This is a **NEW ROUTE**. In the recent past I visited Bangalore, Mangalore, Udupi and adjoining areas. I have seen numerous persons of Northeast are working in WesternGhat Range. When asked, they told me that only once in 2/3 years they visited their home town as the journey time is not less than 13/15 days (to & fro) from Kerala / Karnataka / Goa, with several change of trains. What is more is that they are daily earners. So, keeping their parlance in mind this route is being projected before the Board.

As Assam, with Goa is not directly connected, you may consider this proposal as trains are packed with Indian & foreign tourists in both Goa & Assam routes.

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