CHAPTER- IV

FORMATION OF SOUTH CENTRAL RAILWAYS AND ITS NETWORKS IN INDIA
2\textsuperscript{nd} October signified one of the most important events in the annals of the history of the Nation. South Central Railway was born this year 1966 as the ninth Zone on Indian Railways, heralding the beginning of a Railway system that is committed to the task of growth and progress. A remarkable role model of a zone representing the service minded ideals, Indian Railways stand for.\footnote{1}

The South Central Railway was inaugurated on 2\textsuperscript{nd} October, 1966 by the then Railway Minister.

In this chapter an attempt is made to discuss the formation of South Central Railway and it’s network in India.

Ever since, South Central Railway has travelled a long distance in its short history of 49 years. Having seen a few reorganizations and realignments, the zone extends to a total route kilometre length of 5951 kms,\footnote{2} at present, covering a vast region extending to almost the entire State of Andhra Pradesh and Telangana sizeable parts of Karnataka, Maharashtra, besides a small stretch over Madhya Pradesh and Tamil Nadu. In the process, the zone has earned the distinction of being the catalyst to the economic and industrial advancements made in the region. The success can solely be attributed to the unstained zeal of the work force and a far-sighted fiscal planning and management.\footnote{3}
From the days of steam hauled locomotives and wooden plank seats, South Central Railway has come a long way modernizing its system with the state of the art high powered Diesel and Electric Locomotives, high speed telescopic Passenger Coaches, and higher axle load wagons, higher capacity track in all important routes, multiple aspect colour light signalling with solid state inter locking, and micro wave & digital communication system etc. Over the years, South Central Railway has attained sufficient transportation output with adequate infrastructure development and technological upgrading to serve the regions in its jurisdiction. Safe operation of trains, expansion of net work, modern Passenger amenities, Punctuality of trains, courteous service and cleanliness in stations and trains remain always the thrust areas of this Railway.
The feisty storm is going feistier by the day. Summer is relentless on the northern plains as also the Southern and Central plains of India, and nowhere is that more true than on the sum-baked spit of terns that stretches along the border between Karnataka and Andhra Pradesh, Maharashtra and Andhra Pradesh, Madhya Pradesh and Maharashtra. There’s something about these belts. A kind of parched-mud melancholy that even the occasional call of a passing bird can’t soften. It’s the kind of place where the sun seems to burn its brand into the hide of the land, and where things don’t so much grow as seethe. Maybe it’s always been that way.

On these belts the interlacing tracks of the South Central Railway (SCR) are laid. The fury of the being challenged by a network that has allowed people to travel copiously since 1966. In its Forty nine years of committed service and path breaking progress, South Central Railway has grown to a modern system of mass transportation fulfilling the aspirations of the passengers & customers and has carved a niche for itself in the Indian Railways system.

Strategically positioned in the Southern peninsula, this dynamic organisation with its headquarters at Secunderabad serves the economically vibrant state of Andhra Pradesh, Telangana Parts of Maharashtra, Karnataka, Madhya Pradesh and a small portion of Tamil Nadu.

The South Central Railway was initially cared out of four divisions, Hubli and Vijayawada from Southern Railway and Sholapur and
Secunderabad Division from Central Railway. With a total route length of 6088 route kilometres and 760 railway stations, minor jurisdictional adjustments were made by merging Guntakal Division of Southern Railway with the zone and transferring Sholapur Division back to the Central Railway, in 1977. This was followed by bifurcating the Secunderabad Division to two-Secunderabad and Hyderabad Divisions.

In 2003, when 7 new zones were formed the reorganisation of Divisions had seen Hubli transferred to South Western Railway and two new Divisions of Nanded and Guntur becoming operational on the zone. Today, South Central Railway acts as the virtual link connecting the Northern states with Southern India.

The origin of the Railway line, on what presently forms the jurisdiction of the zone, dates back to 1st October 1864, when the first railway line was commissioned between Renigunta-Reddypalli in Chittoor district. The line was constructed by the then Madras and Southern, Maharatta Railway.

Ten years later, on 8th October, 1874, a newly constructed railway line from Wadi to Hyderabad, a distance of 110 miles was opened for traffic operations under the Great Indian Peninsula Railways. The next day, Hyderabad Railway Station formally inaugurated by Mir Mahbob Ali Khan the then Nizam of Hyderabad.
The total route kilometre in the year of inception of SCR was 6088.18 kms, which reached 7166.98 kms in 2002-03. Thereafter, subsequent to transfer of Hubli division to South Western Railway, the route kilometres length has come to 5951 kms at present.

In the first year of its operations in 1966-67, the zone saw a nominal 4.7 Million Tonnes (MTs) of freight loading, which has risen to over 107.5 MTs at present. The significant rise in passenger traffic can be seen from the fact that starting with 50.43 million passengers in the year 1966-67, with passenger carrying trains which include Janshatabdi, Rajdhani, Super fast Express, passenger and Suburban trains. The earnings of the zone too, have risen from Rs. 58.25 crores in the first year of its operations in 1966-67.

South Central Railway has laid 387 kilometres of new Railway lines, converted 3012 kilometres of metre gauge track to broad gauge, and carried out doubling of track to a length of 1388 kilometres since its inception.

The Suburban Rail Network in Hyderabad, which was virtually non-existent in the 1960s, was modernised with the introduction of Multi Modal Transport System (MMTS) train services, which changes the urban transport scenario. The white and blue coloured trains cover two important stretches in the city till Lingampally and Falaknuma and are served by aesthetically appealing and passenger friendly railway stations.
The ticketing system in the initial three decades was manual both for general booking and reservations. With card tickets forming the travel authority. The advent of information and technology has given way to the latest computerised unreserved ticketing system and the passenger reservation system. Going a step further, reserved tickets are now being issued through internet and e-ticketing. With the print out of Electronic Reservation Slip acting as the travel authority.

South Central Railway has attained sufficient transportation output with adequate infrastructural development and technological upgrading, to serve the regions in its jurisdiction. Safe operation of trains, expansion of network, modern passenger amenities, Punctuality of trains, courteous service and cleanliness of stations and trains will always remain the thrust areas of this Railway.

Being a service oriented organisation. South Central Railway provided Computerised Passenger system at 100 locations covering 97 percent of the berths available. As for information dissemination, it has provided Interactive Voice Response System (IVRS) for Reservation and train enquiry, National Train Enquiry System (NTES) for real time information on movement of trains. Passenger Operated Enquiry Terminals (POET) with information on availability of accommodation and confirmation and Close Circuit Television (CCTV) for real time reservations availability status at all important stations in its system. It is a
measure of SCR’s endeavour towards progress that the most advanced ‘Escalator System Facility’ has been introduced at Vijayawada, only the third station to hold this distinction on the Indian Railways.

The Milestones crossed by South Central Railway in its Ambitious Journey towards achieving network expansion, modernisation higher performance and customer satisfaction include:

- Rail Nilayam Secunderabad, the Land Mark Building housing the Zonal Head quarters Office of South Central Railway was inaugurated with a ground floor to third floor plan in the year 1968 and fully completed in the year 1972.

- The Wagon Workshop, Guntapalli was inaugurated in the year 1974.

- II Godavari Rail Cum Road Bridge was commissioned on 20th November 1974.

- The first Plassur Quick Relaying System (PQRS) for mechanised laying of track was introduced in the year 1975.

- The Electric Loco Shed. Vijayawada was inaugurated in the year April, 1980 with a capacity to maintain 100 Electric Locomotives.

- The first electrified route from Vijayawada to Gudur on South Central Railway system was inaugurated on 15th December 1980.
• The first Tie Tamping Machine in South Central Railway was introduced in the year January, 1981.

• South Central Railway introduced Computerised Passenger Reservation System (PRS) at Secunderabad Railway Station on 30th September, 1989.

• The Electric Loco Shed, South Lallaguda with a capacity to main 100 Electric Locomotives was inaugurated in September, 1995.

• The Inter-active Voice-Response System (IVRS) for dissemination on reservation and confirmation of train accommodation was first introduced at passenger Reservation System Office, Secunderabad on 31st March, 1998.

• Rail Net was commissioned in South Central Railway in March 1998.

• Passenger Operated Enquiry Terminal (POET) was introduced at Secunderabad Station on 31st December 1999 and extended to 49 stations by July 2004.

• The Walkie-talkie Wireless set for communication between Driver-Guard-Station Manager was introduced in South Central Railway in the year 1999.
- Secunderabad-New Delhi Rajdhani (super fast express was introduced on 12th February, 2002.

- The first ISDN compatible electronic exchange of South Central Railway was commissioned at Secunderabad in March 2003.  

   Secunderabad Railway station Building built in the year 1874 under the Nizam Guaranteed state Railway, the Secunderabad Railway station building underwent modernisation & expansion many times. The main portico and concourse still represent the Asaf Jahi architecture. The expansion on both the sides and the construction of the first floor of the building were completed under the stewardship of South Central Railway.

   This fort like structure is one of the tourist attractions in the twin cities of Hyderabad & Secunderabad. Today, this station boasts of all the modern amenities such as wide platforms, waiting halls, retiring rooms, three foot-over bridges.

   South Central Railway, strategically located on the Indian Railway network as the ‘Gateway to South’ has consistently been a strong performer since its inception in 1966. South Central Railway in its present form with 6 Divisions has been in existence since 2003, subsequent to the last re-organization of zones. During its eventful journey since 2003, South Central Railway has grown tremendously in traffic-both in the Passenger and Freight segments. With the boom of Ports on the Eastern Coast, South
Central Railway has got huge potential for growth of freight traffic in the near future. There are ever-rising demands for more number of trains and improved services from the Passengers. South Central Railway is fully aware of the growth prospects and fully geared up to meet these challenges. There has been an increased focus on innovations and systemic improvements in the working of Railways at various levels across all the branches. It imparted a new sense of vigour and clear direction to the staff and officers, lading to added momentum to growth on various fronts.9

South Central Railway, the window to the south offers the most memorable moments to the tourist and pilgrim traffic. The network abounds in some of the most fascinating and delightful destinations in India. Cities and towns steeped in history, imposing temples, mosques, churches and Gurudwaras that offer spiritual solace, long stretches of virgin beaches, wildlife, flora and fauna that seek to captivate and leave behind imprints that are meant for a lifetime.10

The South Central Railway is privileged to serve the pilgrims visiting various pilgrimage points located on its territory or nearby such as Tirupathi, Sri Satyasai Prashanti Nilayam, Vijayawada, Annavaram, Shiridi, Mantralayam, Bidar, Parli Vaijhnath, among other. The SCR runs trains connecting several tourism destinations located or around the SCR territory. Passenger Operations on the SCR are planned and managed to
maximise the safety, punctuality, comforts, and amenities for the end users.11

TRAFFIC VOLUME AND EARNINGS 2013-14:

- Originating freight loading of 107.5 million tonnes (mt), with a goods earnings of Rs. 7,427 Crs.

- Coal with 57.3 mts, cement with 28.6 mts, food grains with 6.3 mts and fertilizers with 5.2 mts were the major commodities loaded.

- Carried 386 millions of originating passengers i.e. 10.6 lakh passengers on an average per day. Passenger earnings were Rs. 2674 Crs. (+20% over LY’s Rs. 2234 Crs).

- Operating ratio maintained at a healthy 83.8% generating an impressive surplus of Rs. 4164 Crs.

SAFETY AND SECURITY:

- The number of consequential train accidents was reduced by 29% to 5 as compared to 7 last year.

- 74 unmanned level crossings were eliminated.

- 280 RPF personnel have been put on escort duty in 91 identified express trains.
• 32 major stations brought under security surveillance through 431 CCVs.

• ‘Nirbhaya’ squads comprising of RPF women constables and lady ticket examiners have been formed to enhance the security of women passengers, especially of MMTS commuters in twin cities. These squads to conduct intensive checks to prevent male passengers from travelling in ladies coaches and to take care of security needs of women passengers. The 4 ‘Nirbhaya’ squads that are functional now have apprehended more than 3400 offenders and realized around Rs. 10 lakhs as fines during the period January – March 2014.

PASSENGER SERVICES:

• Punctuality of Mail / Express trains improved to 97.3% which is the best on Indian Railways.

• Introduced 20 new originating and 11 pass-through train services.

• The run of 7 trains was extended and frequency increased for 8 express trains.

• Operated 730 originating special trains and attached 8030 extra coaches benefitting 9.5 lakh passengers.
The passenger carrying capacity of 56 trains was augmented by permanent attachment of 87 additional coaches (General -11, Sleeper class-33, Third AC-29, Second AC-12 and First AC-2).

PASSENGER AMENITIES:

• Passenger amenity works worth Rs. 97 crs were completed during the last fiscal.

• 30 lifts and 23 escalators have so far been commissioned at 14 major stations; Action has been initiated to provide 30 more lifts and 25 escalators at 16 stations.

• 47 stations have so far been developed as ‘Adarsh” and work are under progress at 4 more stations.

• To enhance cleanliness, On Board Housekeeping Services (OBHS) are provided in 39 Express trains.

• Enroute cleaning of 66 long distance trains is being done under Clean Train Stations (CTS) scheme at Vijayawada and Guntakal Stations.

• 689 Bio-toilets have so far been set up in 227 coaches. It is planned to provide 254 more bio-toilets in 65 coaches shortly.
- Refurbishing of the EMU rakes in MMTS sector is being done with the addition of several new features, 2 rakes have so far been upgraded with improved aesthetics and additional facilities for better passenger convenience.

**CAPACITY AUGMENTATION:**

- 95 Kms of new line commissioned during the last financial year – 58 km between Raichur and Gadwal at a cost of Rs. 300 crs; and 37 kms between Khanapur and Humnabad at a cost of Rs. 200 crs.

- 471 kms of line electrified in two major sections on Mumbai route – 310 kms of Renigunta-Guntakal section and 161 kms of Lingampalli-Wadi section.\(^\text{12}\)

**MULTI MODAL TRANSPORT SYSTEM (MMTS):**

The Multi Modal Transport System (MMTS) train between Secunderabad-Lingampalli was inaugurated on 9\(^{th}\) August, 2003. At present South Central Railway operates 121 MMTS services on Falaknama – Secunderabad, Hyderabad-Lingampalli routes over 26 stations ferrying around 1.7 lakh passengers on an average per day.\(^\text{13}\)

The current position of running of trains is an important data input that needs to be conveyed in real-time basis to the passengers on platforms. SCR has taken a step forward in this direction with the establishment of a modern high-end LED passenger information display system on the
platforms at all information MMTS stations in the twin cities. Keeping in view the needs of the suburban commuters on MMTS system, advanced LED display monitors, which provide real-time passenger related information have been set up recently on outsourcing basis. The architecture of this system is designed based on Global Positioning System (GPS) and General Packet Radio System (GPRS) technologies.

Developed an innovative android app-**HYLITES (Hyderabad Live Train Enquiry System)** which shows the real time information on the running of MMTS trains and the live status of train arrival departures at Secunderabad, Hyderabad and Kacheguda stations. A first-of-its-kind on IR, this smart app has received an overwhelming positive response from the Public. Encouraged by its success, SCR in the process of developing a web based module to display the live status of current train arrivals / departures at major stations.

**Real-time MMTS Running Status:**

This feature allows the users to check the current running status of MMTS trains. The users has to simply select the ‘From (Station-travelling from) and ‘To (Station-travelling to) stations, upon which a list of all the MMTS trains that are on run in that route and their expected arrival time at the selected “From” station will be displayed allowing the user to plan travel accordingly. The information can be viewed in any of the three languages – English, Hindi and Telugu separately.\(^{14}\)
SECUNDERABAD DIVISION:

Secunderabad division has 1311.06 Route Kilometres (RKM)s. The jurisdiction of Secunderabad division comprises from Secunderabad-Wadi (Excluding), Kazipet-Ballharshah (Excluding), Vikarabad-Parli Vaijnath, Hyderabad-Kondapally (Excluding), Dornakal-Manuguru, Karepalli-Singareni Collieries, Motumguru-Jaggyapet covering the districts of Hyderabad, Rangareddy, Nalgonda, Warangal, Khammam, Karimnagar, Adilabad, Medak in Telangana and Krishna in Andhra Pradesh, Chandrapur, Beed & Osmanabad in Maharashtra and Bidar & Gulbarga in Karnataka.

Secunderabad division is having 140 stations a total of 140 pairs of passenger carrying trains per day passes through/originate/terminates in this division. A unique suburban transport system called as Multi-Model Transport System (MMTS) is available between Secunderabad-Hyderabad-Lingampalli-Falaknuma Section. In freight handling division caters to the needs of 11 coal mines, 9 cement industries, 5 power houses apart from paper industries, FCI godowns, container depots, oil sidings and many more good sheds.  

On consideration of all aspects of the working of a railway viz., loading & unloading passenger & goods trains, primary train examinations, major electric & Diesel loco sheds and metro train working, the
Secunderabad Division of South Central Railway is undoubtedly commendable.

The South Central Railway always looks upon the Secunderabad division, when it comes to performance. The division has a strong positive track record of responding to all challenges posted by the Railways.

All the new schemes or instructions of the Railway Board are implemented thoroughly in word and spirit. In addition, the division adopts new practices and does new experiment to get optimum results. Many things implemented on the division are done for the first time on this zone of the Indian Railways.

MOVEMENT OF FREIGHT:

The Secunderabad division was first to implement ‘Engine on Load System’ (EOL) and as on date 25 per cent of the loading (40 MTOA) of the division is moved on EOL system. The operation of ‘Freight Operation Information System’ (FOIS) has also been initiated at 22 goods sheds / sidings and computerised FOIS RRs have been issued at 19 locations.

V-Sat has been used for communication connectivity in 11 locations for the printing of RPs. The division is the first to provide last mile connectivity between OHE-FOIS by a wireless 2.4 Gh Digital Radio. This enables taking out computerised RRs, even though there may be no telephone line.
The Secunderabad division has also developed a new hydraulic gadget with tailor-made jacks and hand pump arrangement to change the defective CC/EM pad and broken coil spring can be changed in 3 minutes and CC/EM pads can be changed in 8 minutes in a train without detaching the wagon on a running line. With this facility, the ineffective wagons percentage of the division was brought down by 36 percent, reducing the detachments of wagons by 300 Nos approximately per month.

**PASSENGER TRANSPORT:**

The division has a departmental ‘Call Centre’ train enquiry of 120 lines with IVRS. The division is prompt in feeding latest data of trains in NTIS, so that the passengers get the latest and current position of the trains.

At Secunderabad and Hyderabad stations important information is provided through ‘Information Facilitation Centres’ (IFC). Secunderabad station is also the best-maintained station and the Indian Railways and as such Secunderabad station, PRS Control Office and Sr. DCM office are certified under ISO-9001.

The station has been provided with state-of-the-art ‘Surveillance System’ (cameras) and all platform as well as the Booking offices are monitored. The surveillance is web-based and can be seen from any place on the internet. On the Indian Railways, automated car parking was first commissioned at Secunderabad station.
The division also has an auto train charting with data coming from station data loggers. The Division has developed a unique ‘unidirectional destination boards/gadgets’ With the help of which the staff can change the directions of the boards easily for all coaches. It is more useful when the same rake is used to run more than one trains.  

The Yadagirigutta Temple is the abode of Sri Lakshmi Narasimha Swamy, an *avatar* of Lord Vishnu. The Temple is about 75 kms from Hyderabad and the nearest rail heads is Raigir Railway Station on Secunderabad-Kazipet Rail section.

The capital of the legendary Kakatiyas, Warangal still bars testimony to the glorious empire that flourished here. And nowhere is the splendour more evident than in the Warangal Fort. The four inner gates of the fort the signature of Kakatiya architecture are similar to those found in Sanchi.

The artistically incomparable Thousand Pillar Temple, built in 1163, is another attraction. The Ramappa Shrine and Laknavaram, Pakhal Lake and Wild Life Sanctuary are also worth a visit, Warangal about 157 kms from Hyderabad is a major railhead on the Grand Trunk rail route connecting New Delhi and Chennai.
VIJAYAWADA DIVISION:

Vijayawada division has 956.56 (RKM)s. The jurisdiction of Vijayawada division comprises from Gudur – Vijayawada - Duvvada (Excluding), Nidadavolu - Narsapur, Samalkot - Kakinada Port, Gudivada - Bhimavaram, Vijayawada - Machilipatnam and Vijayawada - Gondapalli covering the districts of Nellore, Prakasham, Guntur, Krishna, West Godavari, East Godavari, Visakhapatnam in Andhra Pradesh State, and Nalgonda in Telangana State. This division forms a vital link on Indian Railways network connecting North-South trunk route.

Vijayawada division is having 161 stations (A1-1, A-14, B-11, D-13, E-69 & F-53). A total of 173 pairs of passenger carrying trains per day passes through/originate/terminates in this division. Engineering marvels like bridges on the River Godavari, which are pride of the nation, exist on this division. In freight handling division caters to the needs of three ports, fertiliser industries, power houses, cement industries, and many goods sheds. 19

The second largest division on South Central Railway, Vijayawada is strategically located between the Chennai & Guntakal divisions on south and Secunderabad division on the north.

It is the key Railway link in the Golden Quadrilateral and diagonals on Indian Railways connecting the South to the East and the South to the North of India.
Going back, the Madras and Southern Maharatta (MSM) Railway was opened to public on 1st July 1856. With headquarters at Madras. The Bezawada District was part of MSM Railway. The MSM Railway was amalgamated with the Southern Railway in 1951.

The Bezawada District was spread from Tondiyarpet to Walktair (both exclusive) and West Block Cabin of Vijayawada station. Bezawada Division was created as part of the Southern Railway on 16th May 1956 and merged with the South Central Railway by October 1966.

**PERFORMANCE:**

Commercial Earnings on the division are 49 per cent on goods traffic and 51 percent from passenger traffic. Conventionally only food grains were loaded as both East & West Godavari and Krishna district are considered the granaries of Andhra Pradesh. Today loading on the division includes food grains fertilisers, granite, laterite, chemicals, sugar, sand & fly ash.

**PASSENGER AMENITIES:**

Platforms have been modernised rapidly on the division by the raising of platform height in all ‘A’ class stations and is under progress in B class stations. Separate concourses, multiple booking offices, circulating areas with parking facility, reservation office have been provided at all A & B class stations.
The First Computerised Passenger Reservation system terminal was commissioned at Vijayawada in 1993. Currently the facility has been extended to 31 locations including the satellite locations of Vijayawada and also non-railhead locations at Amalapuram and Yanam.  

Vijayawada according to a legend, got its name when Arjuna prayed atop the Indrakeladi Hill and “won” the blessings of Lord Shiva. Another legend is associated with the patron Goddess of the city, who cleansed the area of powerful demons. The Kanakadurga Temple is dedicated to the Goddess.

About 60 kms from the city is Kuchipudi a small town that has lent its name to the famous dance form of Andhra Pradesh, 65 kms south-west of Vijayawada is Amaravathi, one of the most important Buddhist sites in India where the Buddhist Congregation “Kalachakra” was held this year. Here is the country’s largest Buddhist stupa built over 2,000 years ago. There are several other Buddhist sites around Vijayawada at Bhattiprolu, Guntupalli, Ghantasala and Chinnaganjam.

Vijayawada, 351 kms by rail from Hyderabad is one of the biggest Railway Junctions in the country and well connected with all the major cities in India.
GUNTAKAL DIVISION:

Guntakal division has 1182.34 Route Kilometres (RKM$s$). The jurisdiction of Guntakal division comprises from Renigunta - Wadi (Excluding), Guntakal - Katpadi (Excluding), Guntakal - Nandyal (Excluding), Guntakal - Bellary (Excluding), Gooty - Dharmavaram and Tirupati - Gudur (Excluding), covering the districts of Ananthapur, Chittoor, Kadapa, Kurnool, Nellore in Andhra Pradesh and Mahaboobnagar in Telangana.

Guntakal division is having 131 stations. (A1-1, A-6, B-8, D-9, E-85 & F-22). A total of 53 pairs of passenger carrying trains per day passes through /originate/terminates in this division. Renowned Temple Town Tirupati is situated apart from other historical and pilgrimage places. This freight handling division caters to the needs of the merchants and exporters of chillies, cotton and mainly iron ore. It also serves several cement industries, power houses, barites and limestone mines and many more goods sheds.22

Formed on the 10th October 1956, Guntakal division was initially part of the Southern Railway with about 1500 route kilometres and was spread over Andhra Pradesh, Karnataka and Tamil Nadu. In 1977, it was subsequently transferred to the South Central Railway. The Division once again got re-organised with the formation of New Zones and Division and
currently the Division has 1379 route Kilometres. It forms a vital link on the Southern side of the Golden Quadrilateral of the Indian Railway.

The significance of this division increases further as a result of Iron ore loading points having been developed at Hagari, Gooty, Guntakal West, Tuggali, Malliyala and Rayalacheruvu which carry the resource to Chennai port for onward transport.

This division is also catering to zuari Industries & India Cements at Kalamalla, Pennar Cements at Tadipatri, L & T Cements at Jutur and the Rayalaseema Thermal Power Plant at Muddanuru and Raichur Thermal Power Station at Krishna. Besides this Koduru station serves at a loading point for barites.

In view of the importance of this division being a part of Golden Quadrilateral, Wadi – Guntakal - Renigunta section (537 kilometres) has been sanctioned for doubling and some of the stretches have already been opened for traffic and the balance works are in full swing. Bridges across rivers Krishna. Tungabhadra Pennar, Cheyyar, Papagni & Chitravathi are the major challenges for the doubling activity and they are in different stages of execution.²³

A top the Tirumala Hills in Tirupati, is the Lord Venkateshwara Temple, one of the most sacred and venerated shrines in the country. A masterpiece of Dravidian architecture, the temple is also considered to be
one of the busiest pilgrim centres in the world and the richest too. The other famous shrines in and around the town are. Sri Govindaraja Swamy Temple, Kapila Theertham Tank, Sri Padmavathi Ammavari Temple, the temples dedicated to Goddess Alivelumanga, the divine consort of Lord Venkateshwara.\textsuperscript{24}

**HYDERABAD DIVISION:**

Hyderabad division has 564.24 RKMs. The jurisdiction of Hyderabad division comprises from Kacheguda - Dronachalam (Excluding) and Secunderabad – Nizamabad - Mudkhed (Excluding) covering the districts of Adilabad, Nizamabad, Medak, Rangareddy, Hyderabad, Mahboobnagar, in Telangana Kurnool in Andhra Pradesh.

Hyderabad division is having 97 stations (A-3, B-12, D-42, E-38 & F-2) A total of 77 pairs of passenger carrying trains per day passes through/originate/terminates in this division. A unique suburban transport system called as Multi-Model Transport System (MMTS) is available between Secunderabad – Hyderabad – Lingampalli - Falaknuma Section. Kacheguda station is a major passenger handling station in the division and the Station building is a heritage monument. This freight handling division caters to the needs for transporting agricultural products and vegetable oil.\textsuperscript{25}

Hyderabad Division was formed in the year 1977 by carving out the entire MG section of the then Secunderabad Division. As per unigauge policy of Government of India, gauge conversion form MG to BG was
given top priority. In 1993, Secunderabad-Mahbubnagar and Secunderabad–Bolarum sections were converted into Broad Gauge.

Mahbubnagar-Dronachalam section and Bolarum-Manoharabad section were converted to Broad Gauge in 1998 and 2002 respectively. The last leg of gauge conversion from Manoharabad to Nizamabad was completed by 7th February 2005. The entire division had then begun using Broad Gauge and the MG division became a matter of bygone years.

The Division’s strategic locations in the South-West and South-North corridors provide viable alternative routes connecting major cities like Bangalore and Chennai in the South, Mumbai in the West and Nagpur in Central India.

The Division is basically passenger traffic oriented and provides services to 63,000 passengers every day. The Division provides access to various tourist spots & pilgrim centre viz., historical city of Hyderabad, Jyotilinga Temple at Srisailam near Kurnool Town. Ganga Saraswsati Temple at Basar and the Jogulamba Temple at Alampur Road. Moreover the division contributes to the socio-economic development of the backward regions of Andhra Pradesh by facilitating transportation of good grains, fertilizers and minerals and such like.

All stations on the Division have been remodelled and renovated and comfortable waiting halls have been provided at Kurnool, Gadwal,
Mahabubnagar, Shadnagar, Timmapur, Umednagar, Falaknuma, Kamareddy, Nizamabad, Basar, Dharmabad & Umri. Foot-over bridges at 31 stations and a Non-slipper ramp with a railing for physical challenged passengers have been provided along with other amenities.  

A 974 kms long coastline, fields of green expanse, magnificent monuments, serene hill stations, dozens of important pilgrim centres and a dash of wild, the state holds many a delightful surprise for tourists. Successively ruled by different dynasties that left an indelible mark on the land. Telangana is a rich blend of culture, evident in its monuments, its temples its mosques its arts and crafts and its cuisine.

Also worth a visit are the elegant Falaknuma Palae. SalarJung Museum, the largest single man’s collection in the world, the Golconda Fort, once an impregnable citadel of the Qutub Shahi kings, the Qutub Shahi Tombs. The serene white marble Birla Mandir dedicated to Lord Venkateshwara, Charminar, Archaeological Museum and the Ramoji Film City, the largest film production facility in Asia.

The city is connected to the entire country on a very strong rail network offering direct services to almost all the major cities of India.

**NANDED DIVISION:**

Home to a revered shrine of the Sikh Gurudwara Sachkund Saheb. Nanded contains the relics of Guru Gobind Singh. The shrine is decorated
with precious stones and has massive doors with silver carvings. Nanded
284 kms from Secunderabad, is an important railway station on the
Secunderabad-Manmad rail route. It is also connected with direct rail
services from Mumbai, Secunderabad and Amritsar.28

Nanded division has 10000.27 kms. The jurisdiction of Nanded
division comprises from Mudkhed - Manmad (Excluding), Mudkhed –
Adilabad - Pimpalkutti (Excluding), Purna - Khandwa (Excluding),
Parbhani - Parli Vaijnath (Excluding).

Nanded division is having 103 stations (A-4, B-3, D-9, E-62 & F-
25). A total of 20 pairs of Passenger carrying trains per day passes through/
originate/terminates in this division.29

On 1st April 2003, Nanded Division became a full-fledged division
of South Central Railway, when a landmark decision was taken by the
Railway Board to reorganise the boundaries of the Indian Railways. Seven
new zones and eight new divisions were setup. The objective of setting up
the Nanded Division was to unleash faster growth for Railway transport in
Marthwada region.

With a route length of slightly more than one thousand kilometres.
Nanded Division extends from Pimpalakutti in Eastern Maharashtra to
Manmad via Adilabad of Telangana and Mudkhed with a long stretch of
MG from Khadwa in MP to Purna. Parhani-Parli section of Nanded is part
of an important route of carrying coal to the Parli Thermal Power Station.

The Division serves mainly the geographical region of almost the entire Marathwada. Amravati and Parts of Vidharbha. Adilabad District and East Nimaj district of Madhya Pradesh.

In the initial stages, the entire track of Nanded Division was of Metre Gauge but conversion of main route from Mudkhed to Manmad took place between the year 1992-1996.

After the formation of Nanded Division, Guage conversion activities got a big boost and Kinvat-Adilabad section was commissioned as Broad Gauge section on 7th February, 2005 by Hon’ble Minister of State of Railways Shri. R. Velu.

The Nanded Divisional Office and township has come up in a sprawling area of 172 Acres located at a distance of 5 kms from the Railway station by the side of the upcoming Air Port.

This township has set up 166 residential quarters for officers and staff, Services buildings and a Health Unit.

**PASSENGER AMENITIES:**

The division inherited and old dilapidated station building of the Nizam era, but now modern passenger amenities have been taken up.
Renovation of the old station building at Nanded by providing Gurudwara type face, fountain and garden in the circulating area and additional covered shed was completed. Air-conditioned waiting halls and a station building for second entry are completed. Waiting halls and circulating areas of Aurangabad and Parbhani stations have been renovated. Computerised PRS Systems has been provided at five new stations and one non-railhead location besides the four existing stations.30

Tourist attractions such as Ajanta-Ellora, Aurangabad and Daulatabad are situated in this division. In freight handling division caters to the needs of the merchants and exporters for transporting the electronic goods and also perishables goods.31

Aurangabad is famous as the gateway to the world Heritage Sites of Ajanta and Ellora. It is also home to several monuments worth visiting like the Bibi ka Maqbara – a son’s tribute to his mother, the Queen of Mughal Emperor Aurangzeb or the Panchakki (water wheel), considered an engineering marvel of its times. The Daulatabad Fort, 13 kms away is also worth a visit. The cave temples of Ellora, about 20 kms from Aurangabad seen as the pinnacle of Decan rock-cut architecture, are decorated with a profusion of sculptures. A masterpiece is the Kailasa Temple dedicated to Lord Shiva. The Buddhist caves of Ajanta, 105 kms from Aurangabad, date from around 200 BC-650 AD. The caves have elaborate sculptures, exquisite murals, wall paintings and ornamental columns. Aurangabad is
on the Secunderabad–Manmad rail route, 550 kms from Secunderabad and is conveniently connected on the rail network from Mumbai.

Shirdi is the abode of the revered Saint Sai Baba, who has got followers thronging in thousands all through the year. The temple is located near to the rail heads of Nagarsol and Rotegaon on the Secunderabad-Manmad rail route.

Parli Vajnath, the domain of Lord Shiva, Parli Vajnath is most famous for the sacred Shiva Temple. The linga here is one amongst the 12 Jyotirlingas. The central shrine is surrounded by 11 small sanctuaries, housing the facsimiles of other important lingas. 340 kms from Hyderabad, Parli Vajnath is an important railway station on the Vikarabad-Parbhani rail route. 32

GUNTUR DIVISION:

Sri Bandaru Dattatraya the then Minister of State for Railways dedicated the newly formed Guntur Division to the Nation on 6th April, 2003. 33

Guntur division has 618.48 RKMs. The jurisdiction of Guntur division comprises from Krishna Canal (Excluding) Guntur - Nandyal, Repalle - Tenali (Excluding), Guntur - Pagipalli (Excluding), covering the districts of Guntur, Prakasham, and Kurnool in Andhra Pradesh State, and Nalgonda in Telangana State.
Guntur division is having 70 stations (A-1, B-3, D-9, E-40 & F-15). A total of 22 pairs of passenger carrying trains per day passes through /originate/terminates in this division.\textsuperscript{34}

Guntur was to witness a change. A change that marked a historical moment in the Indian Railways. The day was 1\textsuperscript{st} April 2003, 8 new Divisions and 7 new zones were operationalised after prolonged debate, scrutiny and hectic groundwork amidst mixed feelings of jubilation and apprehension. Operating from the station initially, there were innumerable infrastructural and logistical teething troubles.

But Guntur had the urge to change. And it did with an architecturally perfect divisional complex and boosting the confidence was the Group ‘D’ route including Krishna Canal –Guntur-Nandyal section, the popular route connecting the coast of the Arabian Sea with the coast of the Bay of Bengal converted to BG between 1993-97 and Guntur-Pagidipalli section, developed as a shorter and alternative route between Secunderabad. Guntur-Chennai by constructing new BG line between Bibinagar-Nadikudi during 1987-89 and convening Nadikudi-Macherla section to BG in 1991.

The division serves Guntur. Prakasam and Kurnool Districts of Andhra Pradesh and Nalgonda in Telangana with 70 stations, spread over 618 Broad Gauge route kilometres. The Division serves several tourist and pilgrim centres of various religions.
Since the beginning, Guntur has taken rapid strides, in the area of passenger amenities, freight business, modernisation, infrastructure development and financial viability, putting apprehension to rest.

Guntur Division rapidly got to work with regard to Passenger Amenities and acquiring new Assets. It constructed station buildings at 13 stations, extended and improved 28 stations. Computerised PRS at 2 stations, deployed Passenger Operated Enquiry Terminals at 3 stations among other achievements. It laid stress on track improvement and rehabilitated 12 bridges and strengthened 17 bridge approaches.

In view of the vast potential, increasing the loading earning and infrastructure developments were identified as key areas. Vigorous marketing and operational strategies resulted in spectacular growth. 35

This division has many tourist attractions such as Amaravati, Kotappakonda, Mangalagiri, Nagarjuna Sagar, Srisailam and Mahanandi. In freight handling division caters to the needs of the merchants and exporters of paddy, tobacco, spices, chillies and cotton. It also serves several cement industries and many goods sheds. 36

The thick forests of the Nallamalla Hills in the Kurnool District of Andhra Pradesh house the Mahanandi Temple dedicated to Sri. Mahanandeshwara Swamy. The outstanding feature of this temple, considered to be one of the Nava Nandis in the Country, is the crystalline
water from five perennial springs flowing throughout the year. The nearest Rail Head is Nandyal about 16 kms away.

The Bhrmaramba Mallikarjunaswamy Temple at Srisailam is yet another of the holiest temples of Lord Shiva. Situated on the Banks on the River Krishna atop a 457 metre high hill, the temple boasts of Linga considered to be amongst the 12 Jyotirlingas of the country. It is also considered to be one of the 18 Shaktipithas. An exquisite image of Lord Shiva in a dancing pose graces the place. The Temple is about 232 kms from Hyderabad and 158 kms from Nandyal Railway Station.

Nagarjuna Sagar one of the most important Buddhist sites in the Country. Nagarjuna Sagar was known as Vijayapuri in ancient times. Nagarjuna Konda was named after the revered Buddhist Monk Acharya Nagarjuna, Founder of the Mahayana School of Buddhism, who lived here. The celebrated university at Nagarjuna Konda was next only to Nalanda. The island Museum of Nagarjunakonda has stone-age relics, impressive sculptures and exquisite Buddhist statues. Nagarjuna Sagar is also the site of the famous Nagarjuna Sagar Dam, 11 kms downstream from the Dam are the Ethipothala Waterfalls formed by the Chandravanka steam, which plunges down a height of 21.3 meters into a lagoon before flowing on to a green valley Nagarjuna Sagar is 150 kms from Hyderabad and 29 kms from the Macherla Railway Station.
SOUTH CENTRAL RAILWAY HEALTH SERVICES:

Railways, with its huge population of employees as well as the involvement of a huge population running in harmony with a synchronised and well-coordinated mechanism has always given impetus to the need of staff-of-the-art medical facilities. From its beginning, till now, the South Central Railways has come a long way in inculcating the latest from modern day medicine and incorporating the latest from around the world.

The Medical Department of South Central Railways was initially serving the needs of four division viz., Secunderabad, Vijayawada, Sholapur and Hubli after the formation of the zone.

Subsequent to reorganisation of the jurisdiction in the year 1977 and 2003, the department covers six division viz., Secunderabad, Hyderabad, Vijayawada, Guntakal, Guntur and Nanded with a Central Hospital at Lallaguda, Secunderabad. Besides providing comprehensive medical and health care to Railway employees and their dependents, this department is actively participating in implementation of various National Health Programmes. This includes Family welfare programme, Immunization, environmental hygiene and sanitation, implementation of PFA Act, Medical examination of employees and candidates and providing Medical Aid during emergencies like train mishaps. One Central Hospital at Lallaguda and two Divisional Hospitals at Vijayawada, Guntakal and two
Sub-Divisional Hospitals at Purna and Rayanapadu. One Poly Clinic at Kazipet and 44 Health Units spread over the entire Railway.\footnote{38}

Railway Ministry has introduced the services over Indian Railways for providing better quality of Medical Services to the Railway population. Road Mobile Medical Van, Investigation facilities at Health Unit level, Medical consultants on case-to-case basis has already been implemented.\footnote{39}

**SOUTH CENTRAL RAILWAYS SPORTS:**

Ever since the South Central Railway was formed as a new Zone in 1966, the sportsmen and women who represented the zone have excelled in their respective streams and made a mark. Teams from SCR regularly take part in All India Railway Championship, conducted by the Railways Sports Promotion Board.

Several sports persons from the SC Railways stood-out in sports and received the prestigious Arjuna Award.

The SCR has produced many Olympains too. The zone, in fact boasts of a significant list of sports personalities who have donned the Indian colours by representing the country in various internal meets in different disciplines. The South Central Railway plays a vital role in development of talented sports persons and encourages them by providing all possible assistance required by them.
SCR, which recruits sports persons on their payroll, has its full-fledged teams in sports like Athletics, Badminton, Basketball, Cricket, Volleyball, Football, Hockey, Golf, Kabaddi, Table Tennis, Cycling and Kho-Kho. SCR not only recruits sports persons but also sees to it that they have the finest infrastructure to develop their sporting skills under the tutelage of top-level coaches.

The Railway Recreating Club Grounds, which accommodates a new Cricket stadium of international standard, swimming pool, Hockey stadium, indoor and outdoor basketball stadiums, Volleyball, Ball Badminton, Kabaddi, Tennis courts, and an exclusive football stadium, speaks volumes about the facilities available for the railway sports persons.

The commissioning of a Multi-purpose Indoor Stadium and Synthetic Athletic track players will give the much needed boost for the sports recruits of the Railway sports persons. Giving top priority to the required infrastructure not only in Secunderabad but also in local Divisional Headquarters at Vijayawada, Gunakal, Guntur and Nanded for the sports persons to hone their sporting skills.

Talented sports persons are encouraged by promoting them an out of turn basis and granting additional increments. Apart from this, the General Manager of SCR also sanctions cash awards to the sports persons of SCR who bring laurels to the zone. With such a huge workforce as that of the South Central Railway, the organisation has left no stone unturned in
finding the best talents that can bring laurels to the organisation as well as the country.\textsuperscript{40}

**RAILWAY SCHOOLS:**

IR runs and manages one Degree College and 196 Railway Schools which include 93 Senior/Secondary/High Schools. These schools provide quality education at subsidized cost to about 30,819 children of railway employees and about 37,949 non-railway wards. There are 3,032 teachers and 893 non-teaching staff employed in these railway schools. IR also support 77 Kendriya Vidyalayas for the benefit of railway employees.\textsuperscript{41}

**SOUTH CENTRAL RAILWAY CULTURAL ORGANISATION:**

South Central Railway Andhra Lalita Kala Samiti, a cultural organisation formed 40 years ago by the employees of South Central Railway to promote talent in the field of art, music, dance and theatre has grown in its stature and is presently acclaimed as one of the pioneer organisations, not only in the Twin Cities, but also in the entire State of Andhra Pradesh.

The Samiti has been quite keen on promoting the various facets of art and has streamlined its schedules for the year in Advance. There are fixed calendar programmes covering cultural and literary activities, art and music for its members, besides annual celebrations and felicitations to doyens of various fields art, literature, music and film personalities. The organisation also organises programmes like talent spotting in painting, art
and light music competitions, sports etc from various districts of Andhra Pradesh. Committed to Social activities, the organisation even evolved methods through which the aspect of social responsibility is stitched into their activities.

Andhra Lalita Kala Samiti also owns a library with a vast a collection of books covering areas of literature, novels, epics, mythological magazines, moral story books for children and such like.  

DOUBLE DECKER TRAIN:

South Central Railway will introduce two new Air Conditioned Double Decker Bi-Weekly Superfast Express train services between Kacheguda-Guntur and Kacheguda – Tirupati as announced in the Interim Railway Budget 2014. The main service of the first ever Double Decker train on SCR will commenced at 05.30 hrs on 13th May, 2014 from Kacheguda to Guntur.

The Commissioner for Railway Safety (CRS) has given clearance for the running of these Double Decker train services consequent to the successful completion of the trail runs of the train, very recently. Acting on the same the General Manager, South Central Railway directed that these trains be introduced at the earliest with a view to meet the summer rush and the traffic demands of his busy season. These services are set to enhance the train connectivity between the twin cities of Hyderabad / Secunderabad with Guntur and Tirupati.
The schedule of the new train services is as follows:

Train No. 22118 / 22117 Kacheguda – Guntur – Kachegeda Air conditioned Bi-weekly Double Decker Superfast Express, commenced from 13th May, 2014, Double Decker Super fast Express will depart Kacheguda at 05:30 hrs every Tuesday and Friday arrive Guntur at 10:40 hrs. In the return direction, will depart Guntur at 12:45 hrs every Tuesday and Friday arrive Kacheguda at 17:5 hrs.

Train No. 22120 / 22119 Kacheguda – Tirupati – Kacheguda Air Conditioned Bi-Weekly Double Decker Super Fast Express commenced from 14th May, 2014, Double Decker Super Fast Express will depart Kacheguda at 06:45 hrs every Wednesday and Saturday, arrive Tirupati at 06:15 hrs. In the return direction, will depart Tirupati at 05:45 hrs every Thursday and Sunday, arrive Kacheguda at 17:15 hrs.

These trains will consist of ten Double Decker Air Conditioned Chair Cars and two power cars. Advance reservations for these trains will commenced from 08:00 hrs of 9th May, 2014.43

‘TADAAST’ (Train Arrival Departure and Amenities at Stations):

Leveraging the Information Technology, South Central Railway brought forth a new Smartphone app, ‘TADAAST’ (Train Arrival Departure And Amenities at Stations), to provide live information on train services for the benefit of rail users.
The General Manager, South Central Railway launched ‘TADAAST’ app at Rail Nilayam on 2\textsuperscript{nd} December, 2014. This innovative app is aimed at disseminating information on the current status of arrivals and departures of trains on a live basis and also details of various passenger facilities provided at 25 identified major stations on SCR. Other useful features such as scheduled timetable and location of the station with route via Google maps have also been incorporated exclusively for each of the 25 stations in this app. In addition, detailed station layouts with icons showing the specific location of passenger amenities are also included in this app for Secunderabad, Hyderabad and Kacheguda stations.

‘TADAAST’ is an app tailored primarily to take care of the public enquiry needs related to train services and amenities. It is developed in a customized manner for 25 major stations on SCR viz., Secunderabad, Hyderabad, Kacheguda, Vijayawada, Tirupati, Guntur, Nellore, Rajahmundry, ongole, Anakapalli, Bhongir, Bhimavaram Town, Guntakal, Chittapur, Kadapa, Khammam Town, Mancheriyal, Nanded, Ramagundam, Tenali, Tadepalligudem, Vikarabad, Tandur, Sirpur Kagaznagar and Sedam. This app has been designed with an attractive layout in an easy-to-navigate and simple-to-use format. The user can set the frequently used stations as favourite for quick access. The data in this app can be seen in either of the three languages – English, Hindi or Telugu. Users can convey their views and also any suggestions for improvement through the feedback option available in this app.
‘TADAAST’ app can be downloaded and installed for free from Google Play Store (on android-based smart phones) or Apple App Store (on iOS-based smart phones). 

Advance Booking of Cab and Porter at Secunderabad and Tirupati Stations before train arrival:

A novel initiative, to put an end to the hassles faced by the passengers in finding a cab or porter when they arrive destination by a train i.e., a new service called Concierge Services has been introduced in South Central Railway atSecunderabad and Tirupati Railway Stations. Under this service, a passenger can book cab and Porter at his destination station before his train arrives at this station.

The Concierge Services is being extended by the IRCTC and will shortly be provided at Vijayawada and Guntur stations too.

Under this service, Passengers having confirmed train reservation can book these Cab / Porter 36 hours in advance on line at www.ircet.co.in and www. irtctourism.com. The services can be availed as a combo of both i.e., cab and porter or cab services alone. After booking of these services by the passengers, the details of cab services and contact numbers will be intimated to them before their train arrives at the destinations. At these destination stations, the staff of IRCTC, will be available to ensure hassle free services to the passengers on arrival.
At Secunderabad, the Cab Services will be provided for passengers arriving by Rajdhani, Shatabdi, Duronto and AP Express trains. Passengers reaching Secunderabad by these trains can book the Cab services at Secunderabad for two slabs i.e., 0-20 km slab and 20-40 km slab in small and mid segment categories of vehicles.

At Tirupati, Cab services will be provided for passengers arriving by trains coming from New Delhi, Secunderabad, Visakhapatnam and Mumbai. They can book cab services in Tirupati for various duration i.e., 4 hours 40 kms; 8 hours 80 kms; and 12 hours 120 kms slabs. The facility can be availed for Indica, Qualis and Tempo categories of vehicles.

Subsequently, these Concierge Services will be extended by all trains. The Porter Charges will applicable to two pieces of luggage weighing 40 kgs and one trolley load.

SCR BAGGED FOUR NATIONAL LEVEL PERFORMANCE EFFICIENCY SHIELDS:

South Central Railway has been bestowed with the prestigious Performance Efficiency Shields in Four Categories at All India Level for best performance amongst all Zones on Indian Railways for the year 2014-15. The shields bagged by SCR for the best performance are:

i. Civil Engineering Shield

ii. Store Shields
iii. Sales Management Shield

iv. Running Room Shield (Vijayawada Running Room)

These shields have been presented for exemplary performance of South Central Railway to Shri. P.K. Srivastava, General Manager, SCR
by Shri Suresh Prabhakar Prabhu, Hon’ble Minister of Railways as part of the 60th Annual Railway Week Central celebrations held at Guwahati on 13th April, 2015. Seven members of SCR’s also received individual performance merit awards at National Level during the function.

Shri Manoj Sinha, Minister of State for Railways, Shri A.K. Mital, Chairman, Railway Board, Railway Board Members, General Manager’s of all the Zonal Railways and Production Units were amongst those preset on the occasion.

**Committed Work Force are primarily the architects of SCR’s Performance Excellence – Says Shri P.K. Srivastava, General Manager, SCR; 60th Railway Week Zonal Awards Presented**

*General Manager, SCR presenting Overall Efficiency Shield Award jointly to Secunderabad, Guntakal and Vijayawada Divisions*
GM, SCR presenting Commercial Shield to Shri N.V. Satyanarayana,

Sr. DCM Vijayawada Division

Shri P.K.Srivastava, General Manager, South Central Railway attributed the performance achievements of South Central Railway to the core commitment and duty mindedness of the work force on the Zone. Credit goes to staff and workers handling assignments as Trackmen, Gatemen, Gate Mitras, Loco Pilots, Safety Counselors, Controllers etc., who are performing to their optimal best, in the success that SCR has attained he said. The General Manager was addressing a big gathering of Railway Officers, Staff and their family members at the 60th Railway Week Zonal Level Celebrations held today i.e., 10th April, 205 at Rail Kalarang, Bhoiguda, and Secunderabad.
Secunderabad railway station here on Tuesday became the first in the South Central Railway and the sixth across Indian Railways to offer free Wi-Fi for 30 minutes to passengers. Telangana Minister for Information Technology K. Taraka Rama Rao also said that in a year, the City of Pearls would turn into a Wi-Fi hub, a much awaited announcement made after the birth of the new State. From eGovernance, India is moving towards mobile governance, he said adding that of an estimated 120 crore population, 75 crore use mobile phones. Of this, about 32 crore are Smartphone users, he explained. Secunderabad Railway Station got the
facility after Ahmedabad, Bengaluru, Chennai, New Delhi and Varanasi.

The facility was clicked open by Union Minister of State for Labour and Employment Bandaru Dattatreya in the presence of Mr. Rama Rao and SCR General Manager Sri. P. K. Srivastava. As soon as Mr. Dattatreya clicked on a mouse, a onetime pin (OTP) was typed out a large LED screen flashed the hoe screen. Mr. P.K. Srivastava and Mr. Taraka Rama Rao used their mobile phones to log onto the internet with Wi-Fi ad even the Union Minister held out his smart phone, for photographs.48

RAILWAY INTERACTIVE SECURITY SOLUTION FOR TRAVELLER ASSISTANCE (RISSTA)

South Central Railway General Manager Sri. P. K. Srivastava launched the mobile application Railway Interactive Security Solution for Traveller Assistance (RISSTA) for the MMTS passengers at
Lingampally Station. He said that the app could work without internet connection and officials concerned can be contacted by pressing a button and could get help if they face any inconvenience.

The app would be very much helpful for the women and it can bring down the security risks to them, he said. He informed that the app would work in the areas being covered by MMTS network. Home guards deputed at various stations would be provided with app enabled mobile phones to receive the information from the passengers in trouble and also from the control room.

Once a passenger presses the help button, provided on the app, a message would be generated and would be sent to the control room would transfer message to the home guards of the next three railway stations so that they can rush to the help of the passenger. General Manager said that this app would be helpful in developing a special bond with the passengers. He said that rising number of security issues in trains actually necessitated the launch of the app. He said that help from She teams and other departments would also be provided to the passengers.
Earlier, the SCR General Manager travelled from Secunderabad to Lingampally Railway Station to know the ground realities of the facilities provided to the passengers and problems faced by them. He asked the people to complain to the authorities if they found any lacuna in the services.  

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