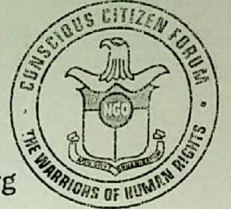




CONSCIOUS CITIZEN FORUM



39, Sai Vihar Complex, Plot #78/79/80, Sector-15, C.B.D. Belapur,
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Date : 14th Sept., 2013

To
Hon'ble Railway Minister
Railway Department
Govt. of India,
239, Rail Bhavan,
Rafique Marg,
New Delhi-110 001.

Subject : Security measures to protect passengers and to control the increasing Crowd and to maintain time management in economy city like Mumbai/ Maharashtra.

Respected Sir,

The workmen population of Mumbai who travel through local train daily are the real pioneers who designed the commercial sculpture of Mumbai City and conduce to get title to Mumbai as Economy City of this Nation i.e. Mumbai. Working spirit of Mumbaiites is appreciable. The workmen passengers of Mumbai who developed Mumbai in all respect and therefore local trains are called as Life line of Mumbai. 80% of Mumbai Population is depend for their employment on local trains and buses every day. But now-a-days incidence of falling down of suburban passenger from local trains and injury to passengers who travel in hanging condition in local trains are increased due to overwhelming crowd of passengers in local trains.

In order to maintain crowd management in local train, following measures are suggested :-

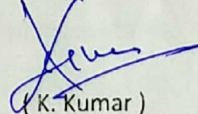
- 1 Slow train in suburban track of Mumbai is taking halt on every railway station. If the system of Train No.1 and Train No.2 is applied, the crowd shall be minimized to the extent of atleast 50 %. For example, on Central railway if Thane train which is titled as Train no.1 is stopping at Vikhroli Railway Station, subsequent Thane Train which will arrive on same track after 3 minutes shall not take halt on Vikhroli Railway Station, it will stop at Kanjurmarg Station. The Thane train which takes halt at Kanjurmarg Railway Station shall be allotted title as Train No.1. It means Thane Train No.1 shall stop at Vikhroli and Thane Train No. 2 shall stop at Kanjurmarg. It will be called as **Alternative Stopping Arrangement**.
- 2 In Harbour line which is spread over in Mumbai as well as in Navi Mumbai a local train starts from Panvel to CST there are 24 railway stations which takes 1.5 hour for one side journey. If Train No.1 take halt at Nerul, it will not stop at next railway station i.e. Sea woods station.

If Train No.2 take halt at Sea woods station, it will not stop at Nerul. This will be called as **Alternative Stopping Arrangement**.

- 3 Due to this **Alternative Stopping Arrangement** the unnecessary crowd which is accumulated in local train in huge scale, shall be managed in appropriate manner and it will be minimized considerably i.e. 50 % reduction of crowd.
- 4 The local train which is normally taking 24 halts, shall take just 12 halts after making **Alternative Stopping Arrangement** like Train No.1 and Train No.2 which will save time of railway administration as well as valuable time of local passengers as one side journey for going towards CST it takes 1.5 hour and for to & fro journey it takes 3 hours.
- 5 No solution is available with Railway administration at present to control day to day increasing crowd in local trains. Railway cannot increase the lines, Railway cannot increase bogie beyond limit of 15 bogie because it does not posses longer platform. Railway cannot increase meter gage and no extra Patari or extra railway line. Railway cannot increase the length of railway line. Railway cannot develop double decor system to accumulate increasing crowd of passengers. So **Alternative Stopping Arrangement** as suggested by our social organization is an **easy and economical solution** which will helpful to passengers too. Only the electronic system be applied suitably for this **Alternative Stopping Arrangement**.
- 6 The passenger who is doing daily journey from Panvel to CST has become so tired after doing extensive journey crossing 24 stations, the working efficiency of train passenger has automatically become reduced. The life of certain passengers who are performing journey by hanging themselves in entrance door of local train and the life of passengers who performing journey by sitting on top of the local train in a risk taking condition shall be saved. The journey of Mumbaites has become panic because it take 1.5 hour daily. Therefore, Railway should give little bit comfort and convenience to the daily local commuters. The **Alternative Stopping Arrangement** shall be a pertinent solution for this.

Thanking you,

Yours Sincerely,


(K. Kumar)

Copy submitted to :-

- 1 The Chief Minister, Maharashtra State.
- 2 The DRM, HQ. Central Railway and Western Railway at Mumbai CST station/ Churchgate/ Bandra Railway Station, Mumbai.



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Date : 19 10 2015

To,

- 1) **The Chief Minister of Maharashtra,**
Maharashtra, India
- 2) **The Rail Minister of INDIA**
~~N. DELHI~~, India
- 3) **The DRM, HQ,**
Central Railway and Western Railway
at Mumbai CST station/Churchgate/Bandra Railway Station,
Mumbai

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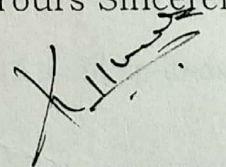


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