

Editorial

A matter need to ponder

The present era of Information Technology has ushered in such irrevocably radical changes that the world is viewed as a global village, and rightly so. Unrestrained and instant access to knowledge and information as well as coverage of communication facilities throughout almost every nook and corner of the world has indeed demolished the barriers to communication and information. Yet in such an era, ancient habits and archaic practices tend to subdue the logical and contemporary mindset- which can only explain the developments in such a small and geographically challenging state as ours.

The Nagas, in their quest to bring together naga inhabited regions, using various means- both fair and foul, are sculpting a new region as per their wisdom, which they claim is essential to fulfill their end without proper understanding of the repercussions and the collateral damages.

Same is the case with the Kukis who are demanding a unified kukiland, and if tomorrow, the other groups like the Manipuri Muslims, Kabuis, etc. were also to start demanding a separate region out of this state, leave alone the Meiteis, what rational could support such a demand or demands? Shouldn't it be better to leave Manipur for the Manipuris the Nagas, the Kukis, the Kabuis, the Muslims, the Meiteis and whichever group is residing in it. Regressive thinking, although might benefit a section or group of individuals, ultimately will only hamper even their own development- mentally, spiritually and financially.

A staggering amount of efforts and expenses have been utilized in raising and sustaining such issues as is evident from the scale of operations of these demands. What if these precious resources- financial and manpower- had been used for finding pragmatic solutions and answers to alleviate the way of life for everyone in this state- be it the scarcity of water, the insufficient and erratic power supply on which almost every modern equipments and gadgets are based on, the dismally prepared roads hindering travel and transportation- to be at par with the rest of the world and to prepare the future generation to compete and strive with fairness and intensity rather than to bide one's time and survive on another's misfortune and circumstances, as did our forefathers during the stone age.

Life is to be lived, not to merely survive, and to strive and grow and progress should be the endeavor of every human. Succumbing to rhetoric about one's filial pride and privileges will only leave one behind in the quagmire one so deviously schemed to trap others in. Is everyone up for it?

Khanghanjaba

Houkhiba tang July 20, 2017 da Tangjeng Ahallup Awang Leikai da leiba Wahengbam Subhaschandra singh gi yumda meeting ama phamduna Tangjeng Ahallup Youth Development Organization (TAYDO) kouba association ama semjare amasing register tounaba warepnare. Maram aduna association ashi register toubasida yetpiningba meeingsing leirabadi August 13 Sunday phaobada yetpiraknaba khanghanjari.

Khanghanjariba
Yumnam Bikom Singh
Secy. TAYDO, Tangjeng Ahallup

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Indian Railways poised for a bright phase ahead

By : G.Srinivasan

As the nation is all set to celebrate its seven decades of Independence before long, Indian Railways (IR) that pre-dates its origin to pre-Independent India is a magnificent monument to the changes that had occurred in the country's growth trajectory. Today, even as the global economy is moving at a snail's pace with developed countries posting a measly less than two per cent economic growth, India is one of the fastest growing emerging economies in recent years that had overtaken even China. In India's unfolding economic growth story the part being played by the arterial mode of transport, the Indian Railways, is no less remarkable as it had helped and continues to help in ensuring the seamless movement of people and materials across the continental country of India's size and diversity day in and day out.

Today IR runs 9212 freight and 13,313 passenger trains over its gargantuan network of 66,687 route kilometers (rkm) and hauls more than one billion tonne of freight traffic per year and about 22 million passengers daily. These trains are propelled either by diesel or electric locomotives. A point to note is that as on end-March 2016, 27,999 or 47 per cent out of 58,825 broad gauge rkm has been electrified across IR. With 5869 diesel and 5214 electric locomotives as on March 31, 2016, 64.80 per cent of the freight traffic and 51.3 per cent of the passenger traffic is hauled by electric traction. There are several pronounced beneficial effects of using electric traction as this is more eco-friendly over diesel traction in that it crucially helps the nation to prune the use of fossil fuel, drastically reduces import of petroleum and thereby cuts down its carbon footprints. For IR, electricity is relatively a cheaper source of energy and electric rolling stock is also capable of regeneration process. The three-fold benefits of electrification encompass increase in speed, ease of operation and better economic viability of the operations. No wonder, down the decades, the railways have on their

own, opted for optimizing electrification of various routes/sections. The extant capacity of IR to execute electrification project is intended to be increased and it had drawn up an action plan in August last of electrifying 24,400 rkm of broad gauge network in the quinquennium 2016-17 to 2020-21. To move in this direction with a mission mode, IR has decided to assign electrification work to Indian Railway Construction Corporation (IRCON), Rail India Technical and Economic Services Limited (RITES), both the public sector undertakings of the railways. It has also co-opted Power Grid Corporation of India Ltd, a public sector unit from the power ministry, with proven expertise in laying the transmission lines in India and abroad.

It needs to be mentioned that during the last three years (2014-2017) and for 2017-18, a total number of 93 railway electrification projects consisting 16,815 km at an estimated cost of 17,165 crore of rupees were included by the railways in their earlier separate budget and the one that got merged with the general budget this year. Consequently, the pace of electrification has been augmented from the present average of 1700 rkm per annum to 4000 rkm in the current fiscal.

Besides electrification, the IR today is in the midst of meeting major challenges to continue its role and relevance as a productive pillar for the domestic economy. For speedy capacity creation, IR recognizes the vital significance of enhancing project execution capabilities. A colossal investment plan for 8,56,020 crore rupees over five years was announced in 2015-16 in the second year of the NDA government to augment infrastructure capacity and modernization. The latter includes network decongestion and expansion (including electrification), National projects, Safety, IT and Research, Rolling Stocks, passenger amenities, High Speed & Elevated corridors and station redevelopment.

In the current fiscal, IR has fixed the target of commissioning of 3500 kms of new line/gauge conversion/own, opted for optimizing electrification of various routes/sections. The extant capacity of IR to execute electrification project is intended to be increased and it had drawn up an action plan in August last of electrifying 24,400 rkm of broad gauge network in the quinquennium 2016-17 to 2020-21. To move in this direction with a mission mode, IR has decided to assign electrification work to Indian Railway Construction Corporation (IRCON), Rail India Technical and Economic Services Limited (RITES), both the public sector undertakings of the railways. It has also co-opted Power Grid Corporation of India Ltd, a public sector unit from the power ministry, with proven expertise in laying the transmission lines in India and abroad.

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ground due to past neglect, the Indian Railways stands at the crossroads wistfully hoping to reap rewarding results as these initiatives begin to bear fruit soon for the holistic development of the nation.

(Courtesy PIB Feature)

Natl and Intl. News

Crude bomb, found in Lucknow-bound train

Amethi (UP), Aug 10: A crude bomb and a letter warning of revenge for the killing of Lashkara-Taiba commander Abu Dujana was today recovered from the Amritsar-bound Akal Takht Express here, police said.

The recovery of the bomb comes at a time when security forces are maintaining a tight vigil ahead of Independence Day.

The Government Railway Police (GRP) stopped the train at Akbarganj Railway Station after it received information about a bomb on the train, an official said.

"During checking a 'sutli bomb' (crude bomb) was found in a packet with two lighters and a letter in the train," a police officer said.

The train was going to Amritsar from Kolkata and was stopped after the GRP, Chaharganj in Lucknow, got the information, the official said. Circle officer of Tilo Venu Singh said the bomb was found in the bathroom of an AC coach in the train.

The bomb was found in the train at 1.17 am and it was defused, after which the train left the Akbarganj Railway Station, Additional Superintendent of Police (ASP) B C Dubey said.

The letter, which was in Hindi warned, "Dujana ki sahadat ka badla ab Hindustan ko chukana padega-Indian Mujahaddin" (India will have to face consequences of Dujana's death), police said.

The bomb has been sent for forensic examination and the matter is being investigated, the ASP said. He was killed in an encounter with security forces on August 1.

NEET Row: SC raps CBSE for setting up different question papers

New Delhi, Aug. 10: In a major development, the Supreme Court on Thursday said that there should be a common question paper for National Eligibility-cum-Entrance Test (NEET), reported ANI.

The top court also rapped the Central Board of Secondary Education (CBSE) for setting up different questions for students appearing for NEET in regional languages.

Several students and subject experts had alleged that the regional language question papers in NEET were different and more difficult than that in Hindi and English.

On Tuesday, the Supreme Court considered Centre's submission that it was willing to include Urdu as a language in the NEET from academic session 2018-19 onwards.

Currently, the common entrance test for admission into medical and dental courses is being conducted in ten languages - Hindi, English, Gujarati, Marathi, Oriya, Bengali, Assamese, Telegu, Tamil and Kannada languages.

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7 armed rebel groups call 12 hour total shut down

"With the birth of a new state, the on-going Indian nation-making process has been accelerated with coercive state power, both hard and soft. It is natural for ultra-nationalistic and overenthusiastic mainland leaders of a multi-ethnic and multi-national 'state-nation' like India,

to go the extra mile to transform it into a mono-ethnic and mono-national 'nation-state' as soon historically as possible. Logical consequence of this nation-making process is total assimilation of the rim-land non-Indians like us, the Weseans. Assimilation is nothing but collective death of assimilated communities.

"To perform this jingoistic task, the present Indian establishment uses

both violent and nonviolent actions. The present-day descendants of Gandhi have no qualms in using the ultimate force of violence - like annexation of new territories, state-terrorism under AFSPA, collective fine, rape with immunity etc. But Gandhii hated violent nationalism and termed it a 'curse'. To reinforce their hegemony over the peripheral non-Indians, in addition to the hard violent tools, they use soft ones like education, mass media, films, literature, arts and culture, and symbolic instruments like the national flag, national anthems, observation of national days, celebration of national festivals, ritual obeisance to national heroes etc.

"Observation of Indian Independence Day, which falls on the 15th August, is one of such symbolic instruments, sacred and unassailable for mainland Indians, but vicious and malicious to the colonized peripheral non-Indians. Celebration of such occasions can create a false consciousness of enjoying political freedom in the minds of subjugated people. To resist Indian occupation and hegemony, almost all communities of this WESEA region have risen up in arms and armed struggle is still going on. As a part of this continuing resistance struggle, we, the undersigned representatives of our respective revolutionary organizations, declare to ban India's Independence Day celebrations in our WESEA region", the statement added.

"Chirom Indira", A lady from Manipur shine....

She has never been one to rest on her laurels. She has always looked ahead, towards newer challenges. Her natural instincts and foresight have always led her to the next frontier. She performed silently and continues to let her works talk for them. She is one of the very few people who are not money driven in their cause but work round the clock to bring about a change of socio-economic conditions of the weavers. She has always maintained a very positive and friendly attitude towards all the section of peoples. She loves people, works hard and always tries to lift the spirits of those around her. She was the front

contributor to the transition of weaving from traditional products to the modern products. She adopted many traditional techniques and designs. She guided many weavers in designing and weaving with advance technique. Her creations were displayed in various National & International exhibitions organized at different places.

She was the member of various committees under O/o DC Handlooms, Ministry of Textiles, Govt. of India for the development of handlooms & textiles sectors. At present, she is member of "ALL INDIA HANDLOOM BOARD (AIHB)". The enthusiasm with

which she has been promoting the handloom sector of the Northeast Indian region, Chirom Indira has achieved great recognition and we hope that in future, the Northeast will be able to exploit its potentials and make a name for itself all over the world. Her hard work moving towards the fruitfulness tomorrow's generation with a new identity and bringing smiles to thousands of weavers in the region. She was conferred "National Award" in "Design Development of Handloom Products" by O/o DC Handlooms, Ministry of Textiles for her philanthropic work in the handloom sector in the year 2016.