



पश्चिम मध्य रेल

सतर्कता पत्रिका



SONE BRIDGE IN REWA-SIDHI SECTION

“सतर्कता: हमारी साझा जिम्मेदारी”



मुफ्त चीजें मिलती हैं
तो उसकी कीमत
आधी हो जाती है।

सरदार वल्लभभाई पटेल

हम सबसे पहले और
अंत में भारतीय हैं।
डॉ. भीम राव अंबेडकर



घोषणा

यह पुस्तिका सांकेतिक है, न कि विवरणात्मक और न ही इसका उपयोग नियमों, प्रक्रियाओं तथा वर्तमान अनुदेशों/दिशा-निर्देशों के स्थान पर किया जा सकता है। यहाँ दिए गए प्रावधान किसी भी प्रकार से रेलवे कोड, मैनुअल और परिपत्रों का अतिक्रमण नहीं करते। मौजूदा मामलों के लिए इन्हें संबंधित नीतिगत प्रपत्रों के साथ अलग-अलग पढ़ा जाए। इस पुस्तिका में दिये गये किसी भी प्रकरण आदि को अदालत में प्रस्तुत नहीं किया जा सकता। जहाँ कहीं भी आवश्यक हो, संबंधित विषयों पर मूल नियमों/अनुदेशों को ही संदर्भित किया जाना चाहिए।

Integrity Pledge

I believe that corruption has been one of the major obstacles to economic, political and social progress of our country.

I believe that all stakeholders such as Government, citizens and private sector need to work together to eradicate corruption.

I realize that every citizen should be vigilant and committed to highest standard of honesty and integrity at all times and support the fight against corruption.

I, therefore, pledge:

- To follow probity and rule of law in all walks of life
- To neither take nor offer bribe;
- To perform all tasks in an honest and transparent manner;
- To act in public interest;
- To lead by example exhibiting integrity in personal behavior,
- To report any incident of corruption to the appropriate agency.

सत्यनिष्ठा प्रतिज्ञा

मेरा विश्वास है कि हमारे देश की आर्थिक, राजनीतिक तथा सामाजिक प्रगति में भ्रष्टाचार एक बड़ी बाधा है। मेरा विश्वास है कि भ्रष्टाचार का उन्मूलन करने के लिए सभी संबंधित पक्षों जैसे सरकार, नागरिकों तथा निजी क्षेत्र को एक साथ मिल कर कार्य करने की आवश्यकता है। मेरा मानना है कि प्रत्येक नागरिक को सतर्क रहना चाहिए तथा उसे सदैव ईमानदारी तथा सत्यनिष्ठा के उच्चतम मानकों के प्रति वचनबद्ध रहना चाहिए तथा भ्रष्टाचार के विरुद्ध संघर्ष में साथ देना चाहिए। अतः मैं प्रतिज्ञा करता हूँ कि:-

- जीवन के सभी क्षेत्रों में ईमानदारी तथा कानून के नियमों का पालन करूँगा।
- ना तो रिश्वत लूँगा और ना ही रिश्वत दूँगा।
- सभी कार्य ईमानदारी तथा पारदर्शी तरीके से करूँगा।
- जनहित में कार्य करूँगा।
- अपने निजी आचरण में ईमानदारी दिखाकर उदाहरण प्रस्तुत करूँगा।
- भ्रष्टाचार की किसी भी घटना की रिपोर्ट उचित एजेन्सी को दूँगा।

सतीश कुमार
SATISH KUMAR



अध्यक्ष एवं मुख्य कार्यकारी अधिकारी
रेलवे बोर्ड
पदेन प्रमुख सचिव, भारत सरकार
रेल मंत्रालय

CHAIRMAN & CHIEF EXECUTIVE OFFICER,
RAILWAY BOARD
EX OFFICIO PRINCIPAL SECRETARY
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

MESSAGE

As we observe Vigilance Awareness Week, let us reflect on this year's theme- "Vigilance: Our Shared Responsibility" - a principle that must guide us ever day as proud members of Indian Railway.

Indian Railway has been the lifeline of the nation for decades connecting people moving goods. Each of us should take pride in being part of this great organization that has contributed immensely to the country's development.

With pride comes a massive responsibility. Vigilance is an integral part of administration to assist in clean and efficient delivery of services. Vigilance is not the job of a few - it is a collective responsibility. It means being alert, honest, and committed to transparency in everything we do.

By upholding integrity, following procedures and reporting wrongdoings, we strengthen not only our systems but also win the trust of the people we serve.

Let us carry forward the legacy of Indian Railway with dedication and ethical conduct. Together, we can build a better, more accountable and stronger organization for Viksit Bharat.

I extend my best wishes for the grand success of this year's Vigilance Awareness Week.


(Satish Kumar)

Dilip Kumar Singh
Principal Executive
Director (Vigilance)
&
Chief Vigilance Officer



भारत सरकार
रेल मंत्रालय, (रेलवे बोर्ड)
रेल भवन, नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
RAIL BHAVAN, NEW DELHI-110001

MESSAGE

Vigilance Awareness Week is observed annually to highlight the importance of integrity, ethics and moral conduct in public life, reaffirming our collective commitment to these values. This year's theme “सतर्कता : हमारी साझा जिम्मेदारी - Vigilance: Our shared Responsibility”, as chosen by the Central Vigilance Commission, emphasizes the collective role of citizens and institutions in building a transparent and accountable society.

In line with the CVC's directions, Indian Railways has launched a three month long campaign from 18th August to 17th November, 2025 with centered focus on preventive vigilance and systemic improvements. Our efforts aim not only at curbing corruption but also simplify procedures, ensuring fair and just decisions at every level which is critical in promoting integrity and trust in governance.

Let us reaffirm our resolve to make vigilance a shared value. This can be achieved by reporting misconduct, adhering to ethical practices and encouraging transparency in all our actions, Together, we foster an environment where integrity is the norm, not an exception.

I extend my sincere greetings to all who are contributing to this cause and wish everyone a meaningful and successful Vigilance Awareness Week.

(D. K. Singh)



**West Central Railway
Jabalpur**

Shobhana Bandopadhyaya
General Manager



MESSAGE

It is a matter of immense pleasure that the Vigilance Organization of West Central Railway is publishing 30th edition of the Vigilance Bulletin to spread awareness about vigilance among railway employees.

The organization has always been committed to ensuring transparency and eradication from corruption in the working of the Railways. Being an integral part of the administration, the Vigilance department has been working to enhance the effectiveness of the organization by ensuring all the departments work with integrity and sincerity. By keeping a close watch on major activities, the organization helps to identify shortcomings in areas requiring improvement and assists in suggesting corrective measures in the system.

The department has made concerted efforts to highlight and spread the message of this year's theme "Vigilance: Our Shared Responsibility" as chosen by the Central Vigilance Commission in all its activities during the 03 months campaign conducted in all the divisions/ depots and work centers of WCR and the same has been incorporated in the Vigilance bulletin.

I hope that this issue of the Vigilance Bulletin will encourage all railway employees to carry out their duties sincerely, responsibly, and with discipline, and will inspire them to perform their work with even greater dedication and honesty.

My Best wishes to the Vigilance Organization for their meaningful effort in promoting the values of integrity and honesty among railway employees.

(Shobhana Bandopadhyaya)

Niraj Kumar
SDGM& CVO



पश्चिम मध्य रेल
जबलपुर



MESSAGE

It gives me immense pleasure to present before you the 30th issue of the Vigilance Bulletin.

This year 2025, the main theme of the Vigilance Awareness Programme is "Vigilance – Our Shared Responsibility." The Vigilance Branch of the West Central Railway has initiated various activities in this regard. Continuous vigilance workshops are being organized at different stations across the West Central Railway. Lectures and discussions are being conducted at construction sites, depots, and various departments. In these programmes, employees are being made aware of the ill effects of corruption and of the importance of integrity and transparency in public life. Various preventive measures and the role of employees in controlling irregularities and corruption are also being discussed in these sessions.

Many times, due to lack of knowledge about rules and procedures, employees inadvertently commit mistakes that may cause loss to the Railways or invite disciplinary action. Such unintentional lapses can be prevented through continuous awareness and training. Vigilance Organization works as a strong mechanism to create such awareness and to ensure transparency and accountability in the system.

In this 30th issue of the Vigilance Bulletin, information about the irregularities detected during preventive checks, as well as suggestions issued for system improvement and rectification, have been compiled. These suggestions will not only help Railway employees to perform their duties honestly but will also assist them in learning from past mistakes.

Therefore, this issue, useful for all Railway officers and employees, is presented before you. Considering vigilance as our shared responsibility, any suggestions to prevent corruption and to promote transparency in the system are always welcome.

(Niraj Kumar)

Index

Sr.No.	Subject	Page No.
1.	Introduction of Vigilance	1
2.	Activity of WCR Vigilance	4
3.	Report on three month's campaign	6
4.	Statistics of WCR Vigilance	17
5.	System Improvements	19
6.	Case Studies	31
7.	Do's & Dont's	45
8.	Articles	48
9.	Guidelines for PIDPI complaints	60

Introduction of vigilance

रेलवे सतर्कता संगठन के कार्य

- **रेलवे सतर्कता संगठन-एक परिचय :** सतर्कता विभाग भ्रष्टाचार और कदाचार के विरुद्ध एक प्रहरी के रूप में कार्य करके, कदाचारों के बारे में खुफिया जानकारी एकत्र करके, शिकायतों की जाँच करके और व्यवस्थागत सुधार व निरीक्षण जैसे निवारक उपायों को लागू करके संगठानात्मक, अखंडता को बनाए रखने के लिए उत्तरदायी हैं। केंद्रीय सतर्कता आयोग (सीबीसी) के दिशानिर्देशों का पालन, मामलों का समय पर निपटान, सीबीआई जैसी अन्य एजेंसियों के साथ सहयोग और संगठन के भीतर ईमानदारी और दक्षता बनाए रखने के माध्यम से जवाबदेही सुनिश्चित की जाती है।
- भारतीय रेलवे के सतर्कता संगठन का नेतृत्व प्रधान कार्यकारी निदेशक (सतर्कता) करते हैं, जो रेल मंत्रालय के मुख्य सतर्कता अधिकारी हैं और रेलवे बोर्ड के अध्यक्ष को रिपोर्ट करते हैं। वे रेल मंत्रालय और सीबीसी के बीच एक कड़ी हैं।
- क्षेत्रीय रेलवे स्तर पर, सतर्कता संगठन का नेतृत्व वरिष्ठ उप महाप्रबंधक करते हैं, जिन्हें क्षेत्रीय रेलवे का मुख्य सतर्कता अधिकारी भी नियुक्त किया गया है। उनकी सहायता के लिए रेलवे सेवाओं के विभिन्न विभागों से आए सतर्कता अधिकारी – मुख्य सतर्कता अधिकारी, उप मुख्य सतर्कता अधिकारी, सतर्कता अधिकारी और सहायक सतर्कता अधिकारी और सतर्कता निरीक्षक, कार्यालय कर्मचारी आदि कार्यरत होते हैं।
- भारतीय रेलवे का सतर्कता निदेशालय, भारतीय रेलवे सतर्कता नियमावली (IRVM) द्वारा निर्देशित है और केंद्रीय सतर्कता आयोग (CVC) के अधीन कार्य करता है।
- यह निदेशालय जाँच-पड़ताल, प्रक्रियात्मक जाँच और प्रणालीगत सुधारों के माध्यम से भ्रष्टाचार को रोकने और उससे निपटने की जिम्मेदारी निर्धारित करता है।
- इसकी प्रमुख जिम्मेदारियों में प्रमाणित शिकायतों की जाँच, संवेदनशील स्थानों पर निवारक जाँच, मामलों का समय पर निपटारा सुनिश्चित करना और भ्रष्टाचार की खामियों को दूर करने के लिए प्रणालीगत सुधारों पर सलाह देना शामिल है।

किसी संगठन के संदर्भ में ‘सतर्कता’ का अर्थ है :

- यूनिट के कार्मिकों की गतिविधियों पर सतर्क नजर रखना तथा नैतिक आचरण को

बढ़ावा देने तथा आधिकारिक लेन-देन में सत्यनिष्ठा और ईमानदारी सुनिश्चित करने के लिए त्वरित कार्रवाई करना।

- **सतर्कता का कार्य : संक्षेप में**
- भारतीय रेलवे में सतर्कता संगठन की स्थापना भ्रष्टाचार की शिकायतों की जाँच करने, निवारक, जाँच करने, व्यवस्था में सुधार के सुझाव देने की है।
- यह सुनिश्चित करना कि अनियमितताओं के दाषियों को उचित दंड मिले। इसकी भूमिका निवारक और दंडात्मक दोनों है।
- केंद्रीय सतर्कता आयोग (CVC) के दिशानिर्देशों के अनुसार सभी सतर्कता गतिविधियों पर समग्र पर्यवेक्षण करना, भ्रष्टाचार को रोकने, उसका पता लगाना और उस पर कार्रवाई करना है।
- **निवारक उपाय :** नियमों और प्रक्रियाओं की जांच, संवेदनशील क्षेत्रों की पहचान, भ्रष्टाचार के आरोपों की जांच और
- **दंडात्मक कार्यवाही:** कदाचार में शामिल कर्मचारियों के खिलाफ अनुशासनात्मक कार्रवाई शामिल हैं।
- **उद्देश्य :** संगठन में पारदर्शिता, जवाबदेही और नैतिकता बनाए रखना है।
- रेलवे सतर्कता संगठन के प्रमुख कार्य :
- **अन्वेषण कार्य (Investigative Functions):**
- भ्रष्टाचार, कदाचार और लापरवाही की प्रमाणित शिकायतों की शीघ्र जाँच करना।
- स्रोत से प्राप्त जानकारी के आधार पर गंभीर अनियमितताओं की आकस्मिक जाँच और अनुवर्ती जाँच करना।
- राष्ट्रपति और पीएमओ संदर्भों, सीए-।।। संदर्भों पर विशेष जोर देते हुए प्रमाणित शिकायतों की त्वरित जांच करना, सीबीसी द्वारा संदर्भित शिकायतें, मीडिया में आने वाली शिकायतें और जनता के सदस्यों द्वारा भेजी गई दुर्भावनापूर्ण मंशा वाली गंभीर शिकायतें की जाँच करना।
- **शिकायत प्रबंधन (Complaint Management) :**
- यह सुनिश्चित करें कि आरोप पत्र सही ढंग से तैयार किए जाएं, उनमें कोई खामी न हो, आरोप पत्र से लेकर अंतिम आदेश तक, सभी चरणों में सतर्कता मामलों का शीघ्र निपटान सुनिश्चित करना।
- अनुशासनात्मक प्राधिकारी से अंतिम आदेश प्राप्त करने के लिए जाँच रिपोर्टों का उचित और शीघ्र निपटान करना।
- संगठन में हो रहे कदाचारों के बारे में खुफिया जानकारी एकत्र करने की प्रणाली विकसित करना।

- सतर्कता विभाग में कार्मिकों की कार्यप्रणाली एवं निष्ठा पर कड़ी नजर रखना।
- **निवारक सतर्कता (Preventive Vigilance):**
- भ्रष्टाचार से ग्रस्त संवेदनशील कार्य इकाइयों में नियमित और औचक निरीक्षक की व्यवस्था करना।
- सत्यनिष्ठा से संबंधित आचरण नियमों के अनुपालन की निगरानी करना।
- भ्रष्ट आचरण का पता लगाने और उसे रोकने के लिए विवेकाधीन शक्तियों वाले अधिकारियों द्वारा लिए गए निर्णयों की जाँच करना।
- किसी भी संदिग्ध व्यक्ति की पहचान करने और उसकी गतिविधियों पर नज़र रखने के लिए नियमित निरीक्षण और औचक निरीक्षण की योजना बनाना।
- **प्रणाली सुधार (Systemic Improvements) :**
- मौजूदा नियमों और प्रक्रियाओं की समीक्षा करके खामियों की पहचान करना और भ्रष्टाचार पर अंकुश लगाने के लिए प्रणाली सुधार सुझाना।
- **समन्वय और संपर्क (Coordination and Liaison) :**
- केंद्रीय सतर्कता आयोग (सीबीसी), केंद्रीय जाँच ब्यूरो (सीबीआई) और कार्मिक विभाग के साथ घनिष्ठ संपर्क बनाए रखना।
- मामलों की जाँच के लिए सीबीआई को आवश्यक सहायता प्रदान करना।
- जागरूकता और प्रशिक्षण (Awareness and Training):
- सत्यनिष्ठा की संस्कृति को बढ़ावा देने के लिए बुलेटिन, सेमिनार और कार्यशालाओं के माध्यम से सतर्कता के बारे में जागरूकता फैलाना।
- **निगरानी और रिपोर्टिंग (Monitoring and Reporting) :**
- संगठनात्मक गतिविधियों पर कड़ी नज़र रखना, संपत्ति रिटर्न की समीक्षा करना, संदिग्ध निष्ठा वाले अधिकारियों की सूची तैयार करना और सतर्कता मामलों पर नियमित रिपोर्ट प्रस्तुत करना।
- संदिग्ध निष्ठा वाले अधिकारियों तथा ‘सहमत’ और ‘गोपनीय’ सूची में शामिल अधिकारियों पर कड़ी निगरानी रखना।
- प्रक्रियाओं की समीक्षा, व्यवस्थित निरीक्षण और संवेदनशील पदों पर कर्मचारियों के रोटेशन को बनाए रखकर भ्रष्टाचार के अवसरों की सक्रिय रूप से पहचान करना और उन्हें समाप्त करना।
- संपत्ति विवरणी जाँच : विसंगतियों और अघोषित संपत्तियों का पता लगाने के लिए कर्मचारियों द्वारा प्रस्तुत वार्षिक संपत्ति विवरणी का सत्यापन करना।
- **सतर्कता मंजूरी :** कर्मचारियों के लिए सतर्कता मंजूरी जारी करना, कार्मिक निर्णयों में ईमानदारी बनाए रखने की एक व्यापक प्रक्रिया का हिस्सा है।

Activities of WCR Vigilance

दिनांक 20.21.03.2025 को महाप्रबंधक महोदया, पमरे की अध्यक्षता में आयोजित Performance Review Meeting की झलकियां जिसे प्रमुख कार्यकारी निदेशक, सतर्कता रेलवे बोर्ड द्वारा संबोधित किया गया।



दिनांक 12.02.2025 को मुख्य सतर्कता अधिकारी, उत्तर रेलवे, नई दिल्ली द्वारा किये गये सतर्कता ऑडिट (Vigilance Audit) की झलकियां।



दिनांक 21.08.2025 को मुख्य सतर्कता अधिकारी, दक्षिण पश्चिम रेलवे, हुबली द्वारा किये गये सतर्कता ऑडिट (Vigilance Audit) की झलकियां।



Report on three month's campaign

Three months campaign from 18th august 2025 to 17th November 2025 on preventive vigilance with focus on following areas:-

- (i) Disposal of pending complaints
- (ii) Disposal of pending cases
- (iii) Capacity Building programs
- (iv) Asset Management
- (v) Digital Initiatives

दिनांक 03.10.2025 को सडिपुका, भोपाल में आयोजित सतर्कता जागरूकता अभियान (Vigilance Awareness Campaign) की झलकियां।



दिनांक 19.09.2025 को शिवपुरी स्टेशन में आयोजित सतर्कता जागरूकता शिविर (Vigilance Awareness Camp) की झलकियां।



दिनांक 22.09.2025 को पी.एम. श्री जवाहर नवोदय विद्यालय, बरगी नगर, जबलपुर में सतर्कता जागरूकता सप्ताह (Vigilance Awareness Week) के अंतर्गत आयोजित कार्यक्रमों की झलकियां।



दिनांक 25.09.2025 को सवाई माधोपुर में सतर्कता निवारक गतिविधियों के अंतर्गत शिकायत निवारण शिविर (Grievance Redressal Camp) की झलकियां।



दिनांक 18.09.2025 को रनिंग रूम एवं MEMU शेड, बीना में आयोजित शिकायत निवारण शिविर (Grievance Redressal Camp) की झलकियां।



दिनांक 18.09.2025 को रेलवे इंस्टीट्यूट, बीना स्टेशन में आयोजित सतर्कता जागरूकता शिविर (Vigilance Awareness Camp) की झलकियां।



दिनांक 03.09.2025 को सतर्कता जागरूकता सप्ताह (Vigilance Awareness Week) के अंतर्गत जबलपुर मंडल में आयोजित नुक्कड़ नाटक।



दिनांक 29.09.2025 को स्मॉल वंडर्स सीनियर सेकंडरी स्कूल, जबलपुर में सतर्कता जागरूकता सप्ताह (Vigilance Awareness Week) के अंतर्गत आयोजित कार्यक्रमों की झलकियां।



दिनांक 15.10.2025 को मंडल रेल प्रबंधक कार्यालय, जबलपुर मंडल में सतर्कता संगोष्ठी का आयोजन किया गया।



दिनांक 16.10.2025 को मंडल रेल प्रबंधक कार्यालय, कोटा मंडल में सतर्कता संगोष्ठी का आयोजन किया गया।



दिनांक 17.10.2025 को मंडल रेल प्रबंधक कार्यालय, भोपाल मंडल में सतर्कता संगोष्ठी का आयोजन किया गया।



Statistics

S. No.	Item description	2023	2024	2025 (Up to Sep25)
1.	Decoy checks	Nil	Nil	Nil
2.	Preventive checks	716	638	330
3.	Recommended Major penalty	39	52	42
4.	Recommended Minor penalty	187	140	76
5.	Recommended Admin. Action	177	143	89
6.	Vigilance Camps/Awareness Seminar	17	23	17
7.	System Improvements suggested	37	26	34
8.	Vigilance clearances all types	9011	10645	8235

Summary of Preventive Checks Conducted in respect of Thrust Areas in 2024 & 2025

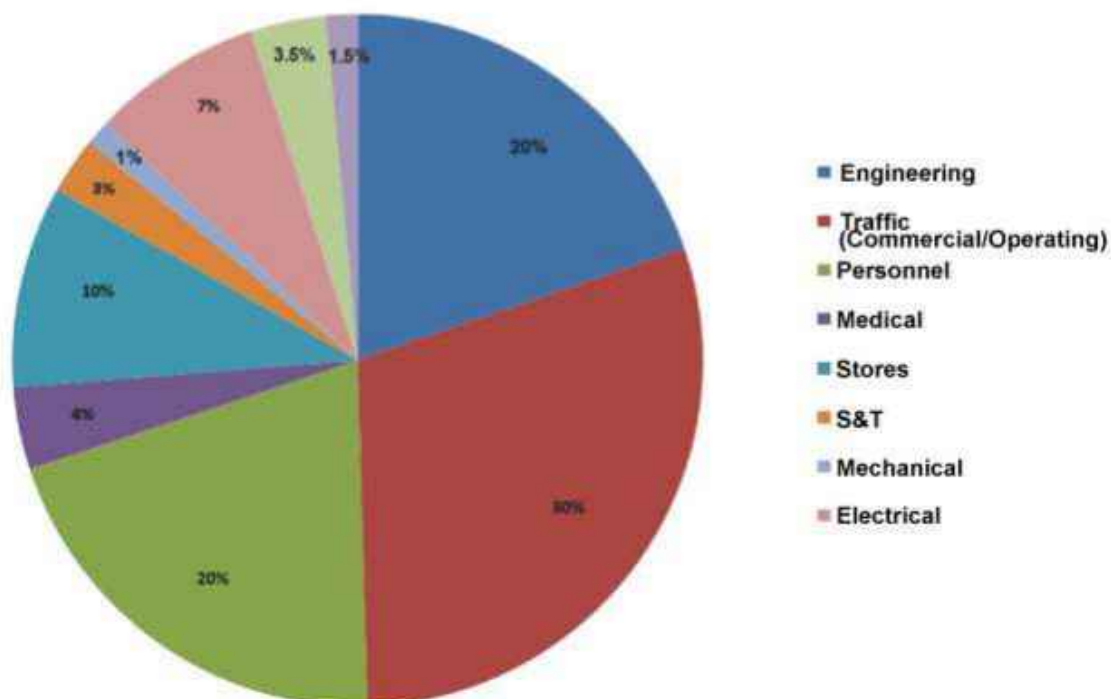
	2024	2025
Total checks conducted in Thrust Areas	337	165
No. of cases with Success	94*	24*
Success Rate	29%*	35%*
2024 * Out of 323 cases finalized so far. ** Disposal of 14 PCs is pending.		2025 * Out of 69 cases finalized so far. ** Disposal of 96 PCs is pending.

Department Wise Complaints

Department	No. of Complaints (2024)	No. of Complaints (up to Sep'25)
Engineering	74	67
Traffic	93	101
Personnel	62	69
Medical	8	13
Stores	35	32
S & T	35	9
Mechanical	12	4
Electrical	17	27
Security	14	12
Accounts	7	5
TOTAL	357	339

Department Wise Complaints (%)

Department Wise Complaint (From Jan-Sep 2025)



Important System Improvements

Engineering

1. Irregularity in execution of earthwork contract, regarding excess operation of additional quantum of work.

In one of the Divisions of West Central Railway, during a preventive check in an earthwork contract, it was found that payment was made for earthwork quantities beyond the permitted cross-sectional slope of 2H: IV by the field officials, and no prior permission was sought from the competent authority for such an act.

As per Para 1.2.5 of the Indian Railway Unified Standard Specifications (Formation works, Bridge works, and P. Way manual), *"Side slope of embankment Side slopes of Embankments should be 2H:1V as per design should not be steeper than 2:1, but the Engineer or his Authorized representative may, by order in writing, vary this slope to suit local conditions."*

"Hence, in the future, if need be felt to execute earthwork beyond the targeted profile slope of 2H: IV in any unavoidable circumstances, prior written permission from the competent authority, i.e., the Engineer or his representative, must be taken before the start of the work.

2. Necessary precautions to be taken during Tender finalization by the Tender Accepting Authority.

During vigilance investigation of a case of finalization of a tender in one of the divisions of WCR, it was observed that in spite of a clear cut recommendation by the tender committee to award the instant tender at higher rates due to abnormal site conditions and banning the rates for future estimation purposes, tender was accepted and the accepted rates were taken as the basis for future estimation in the same division.

Investigation reveals that the tender committee has deliberated on the reasonableness of rates of the lowest bidder for award and further banning of rates for future tenders in the TC Discussion; however, tender accepting authority (TAA) accepted the tender without commenting upon the

reasonableness of rates or banning of instant rates for future tender estimation. Also, at the time of issuance of the letter of acceptance, no explicit conditions for banning of rates of this tender were mentioned by the convener of the TC.

Thus, a system improvement is suggested that any such explicit conditions regarding rate banning, variation in any particular item of work/part schedule, etc.. recommended by the tender committee, be specifically commented upon by the TAA at the time of acceptance to avoid any doubt at a later stage.

3. Irregularities in payments in Structural Fabrication Contracts in W.CR

It has come to the notice during vigilance checks that in several contracts based on USSOR 2011, currently being executed across various divisions of West Central Railway, additional quantities varying from 1% to 4.5% (as per old SOR 2007) being added to the executed quantities of structural fabrication works. These quantities have been included during the measurement of work and subsequently paid.

Upon reviewing the tender conditions of these contracts (related to foot over bridges, sheds and other works), it was observed that conditions in Special conditions of contract allowed for additional quantities to be added for welded, riveted, bolted, and plate girders, which contradicts the provisions of USSOR 2011. These additions were allowances for welded structures, nut-bolted structures, and plate girders, in SOR 2007, which was wrongly incorporated in contracts of USSOR-2011, effectively inflating the payable quantities for fabricated steel work in current contracts.

To prevent recurrence and to prevent loss to Railways, following is recommended.

1. Immediate Action: Instruct all concerned officials to recover the additional payments made due to these irregular quantities from the A/C bills of ongoing contracts across all divisions.
- 2 Future Preventive Measures: Implement a mechanism to ensure that no deviations from Railway specifications are introduced through special conditions of contract in future tenders, especially where such deviations may have financial implications for the organization.

Electrical -**4. Record keeping in AMC of Loco Equipments .**

A preventive check was conducted in a loco shed on the aspect of "Records maintained for outsourcing of Electric loco parts". During the check, an irregularity was noticed in the execution of contract awarded to OEM for maintenance of SIVs provided in Locos. The communication of any failure of loco to the firm was not made through any official Channel i.e. by registered post or email. This creates doubt in actual calculation of downtime of loco which as per contract provision is necessary to work out penalty.

Therefore, it was suggested to issue a system improvement and necessary Instructions to respective units for creating a mechanism for real time updating of failure reporting to the firm and keeping its record, so that accounts of 'down time' of loco may be calculated. Time of failure of loco & reporting of failure to the firm should be same as far as possible.

5. Verification of specification of electrical items from BEE's website

During a vigilance check in electrical department, it has come to the notice that few units of Electrical department are procuring Air Conditioners (AC) without ensuring its desired specifications (Tonnage capacity and star leveling) with due care. Matter has been examined in detail and found that Bureau of Energy Efficiency (BEE) has covered 11 mandatory Electrical equipment/appliances namely, the *frost-free Refrigerator, Stationary Storage Type Electric Water Heater, Color TV, Room Air Conditioner (Variable Speed), Tubular Fluorescent Lamps (TFL), LED Lamps, Room Air Conditioner (Fixed Speed), Deep Freezers, Ultra-High Definition (UHD) Televisions, Direct Cool Refrigerator, and Ceiling Fan* for which we must strictly follow the Standard & Labeling Program of BEE. To ascertain the Standard & Labeling Program, periodical check testing activity (to ensure that product models meet the performance claims on the label) is conducted by BEE and results thereof updated on BEE's web site.

Considering above it was advised to implement strictly the following for procurement of electrical items in future.

"All the divisions and construction units of electrical department shall procure ACs in future, strictly as per specifications (capacity in tonnage and star labeling) mentioned in the indent which must not only fall in the range of Nominal Marketing Capacity/Rated Cooling Capacity and within tolerance limit but also comply the cooling capacity and star labeling (value of ISEER) as per latest guidelines and results of test checks indicated at BEE's official web site. Further, it is also advised that specification & star labeling of all other items as enumerated in above first Para must also comply the BEE's guidelines in all cases of future procurement."

Stores

6. Preparation of detailed inspection report in consigne inspections of material received through works contracts and non-stock indents.

During a recent vigilance check, it was observed that consignee inspection reports of material. received through works contracts and non-stock indents, lack uniformity and often do not incorporate essential technical and inspection-related details. This undermines transparency and traceability in the inspection process.

As per Para 3.5.3.1 of the Railway Board letter No. 2022/RS(G)/779/8 dated 04.01.2023, TPI agencies are required to issue digitally signed Inspection Acceptance Certificates that include comprehensive details such as purchase order number, date of inspection, item description, offered/accepted quantities, sealing patterns, and validity, among other elements. To align with this level of documentation, it is proposed that similar standards be adopted for all consignee inspections to ensure transparency, consistency, and evidence-based reporting

In view of the above, it is proposed that every consignee inspection of material received through works contracts and non-stock indents should be documented in a standardized format covering the following key elements:

1. Inspection Certificate Number-For unique identification of the inspection certificate.
2. Tender Number/Purchase Order (P.O.) Number & Serial Number-To clearly link the inspection to relevant procurement documents.
3. Date of Inspection-Establishes a clear timeline for record-keeping.

4. Material Description-Name, quantity, specifications, model/batch number, etc.
5. Supplier/Contractor Name-To identify the vendor responsible for the supply.
6. Validity of Contract/P.O. To ensure that the inspection was carried out within the valid contractual period
7. Material Status Accepted/Rejected/Accepted with deviation
8. Inspection Remarks-Including deficiencies, defects, or conditions, if any
9. Name and Designation of Inspecting Official with signature.

Integration with UDM System: To insure above points in uniform manner, it is further proposed that all consignee inspection certificates of material received through works contracts and non-stock indents, be generated through the UDM (User Depot Module) which provides the following advantages:

- Auto-generation of unique inspection certificate numbers and dates.
- Structured entry format ensures no essential field is missed.
- Digital preservation and retrieval of certificates

Implementation of the above proposal will ensure better documentation, accountability, and traccability in the consignee inspection process, thereby enhancing compliance and standardization in line with Board instructions.

7. Streamlining Handling and Disposal of Warranty-Rejected Materials.

During the course of a Preventive Check, it was observed that 49 nos. of rejected knuckles were lying unutilized within the premises of one C&W depot. These knuckles had been rejected under warranty, and applicable recovery/replacement had already been ensured from the respective firms.

However, it has come to notice that even after the expiry of the stipulated time period, the firms did not lift the rejected materials, and no action was initiated by the Railway to dispose of these materials in accordance with the extant policy guidelines. This has resulted in the following procedural lapses:

1. Non-recovery of applicable ground rent/demurrage charges for the materials not lifted within the stipulated time frame.

- ii. Loss of potential revenue due to non-disposal of the rejected materials as scrap.

To avoid such recurrence in future, it was suggested to issue the System Improvement on the following points :

1. Strict Monitoring of 60-Day Time Limit:

- i. **As per Para 2(A)(iii) of the warranty policy, vendors are required to replace or deposit the value of rejected materials within 60 days of issuance of the "Warranty Rejection Advice."**
- ii. **All such time lines must be strictly monitored.**

2. In case firms fail to lift the rejected material within the allowed time period:

- i. **Initiate Ground Rent/Demurrage Charges:** Applicable charges should be levied from the firm for storage beyond the stipulated period.
- ii. **Disposal of rejected material:** Disposal proceedings will be initiated in acco with Clause 3204 of IRS Conditions of contract, which empowers the Railwa dispose of such materials without liability to the contractor.
- iii. **No claim from the vendor shall be entertained post-expiry of this period.**

3. Accountability Fixation:

- i. **Stockholder officials shall be held responsible for delays in initiating the disposal of rejected material after expiry of the grace period.**

4. Lifting of rejected material:

- i. **Firms shall be allowed to collect the rejected materials only after deposition of payments already made by Railway (if any) to them or after recovery of equivalent amount by Accounts or against replacement quantity.**
- ii. **Rejected material should be suitably defaced as per Para 2(A)(vii) of RB letter No. 2022/RS(G)/779/7(3390005) dated 17.10.2022 before handing-over to the firm to avoid re-use and necessary provision about digital capturing in respective modules may be done.**

5. Policy and guidelines:

All relevant clauses pertaining to the handling of warranty rejected materials, as stipulated in Railway Board Letter No. 2022 / RS (G) /779/7(3390005) dated 17.10.2022, shall be strictly adhered to.

6. Training & Awareness:

Periodic workshops to be conducted for staff for handling of rejected items under warranty to familiarize them with relevant policy / guidelines updates, inspection modalities/procedures, and IMMS / UDM workflows.

These measures are intended to ensure that the handling of warranty rejections is aligned with the digitized, accountable, and time-bound framework laid down by the Railway Board. Non-compliance or procedural delay will invite administrative scrutiny.

8. Regarding Inspection and Acceptance of Material under GeM Contracts.

A preventive check was conducted at a field unit of Bhopal Division to examine the process of inspection of already accepted material. The case pertained to the inspection of a 5.5 HP Displacement Rotary Rescue Saw, supplied against GeM Contract No. GEMC-511687711599133 dated 06.03.2024.

The investigation identified the following procedural lapses and irregularities:

1. The concerned SSE failed to provide a suitability/inspection report within the stipulated time frame. Consequently, the Consignee Receipt cum Acceptance Certificate (CRAC) was auto-generated on 18.04.2024, without any documented confirmation of material suitability.
2. No formal suitability or inspection report was available before the material was entered into the UDM's stock ledger on 26.04.2024.
3. The Inspection Memo cum Report was issued retroactively on 17.05.2024 nearly a month after the UDM-ledger entry.
4. The material was accepted and commissioned before obtaining any formal suitability report, contravening quality assurance and material validation norms.

These incidents resulted in a breach of standard material accountal procedures and highlights the need for tighter control and accountability in the material acceptance workflow. In view of the above the following system improvement is hereby suggested.

1. Consignees must carry out inspection and suitability verification

within the stipulated time frame. Consequently, the Consignee Receipt cum Acceptance Certificate (CRAC) was auto-generated on 18.04.2024, without any documented confirmation of material suitability.

2. No formal suitability or inspection report was available before the material was entered into the UDM's stock ledger on 26.04.2024.
3. The Inspection Memo cum Report was issued retroactively on 17.05.2024 nearly a month after the UDM-ledger entry.
4. The material was accepted and commissioned before obtaining any formal suitability report, contravening quality assurance and material validation norms.

These incidents resulted in a breach of standard material accountal procedures and highlights the need for tighter control and accountability in the material acceptance workflow. In view of the above the following system improvement is hereby suggested.

1. Consignees must carry out inspection and suitability verification within prescribed period on the GeM portal and issue the CRAC only after completion of actual inspection.
2. The inspection/suitability report must specifically include the date of phyt inspection, condition of material functionality check, and name and designation of the inspecting authority.
3. Inspection details must be entered in the GM system in a timely manner to prevent auto-generation of CRAC
4. If inspection/suitability assessment cannot be completed within the prescribed CRAC period and the CRAC is auto-generated, the matter shall be reported immediately in writing to the Controlling In-charge and the Purchase Officer. In such cases, the purchaser may withhold the bill against the auto-generated CRAC until the suitability report is received, but not beyond 10 days from the date of auto-generation. A clear remark indicating the reason for delay must also be recorded in the "Remarks" section of the GeM portal.
5. All concerned parties (seller, buyer, and GeM) must be kept informed of any delay, along with valid and logical reasons.
6. Inspection/Suitability reports must be prepared, signed, before the material is taken into the UDM stock ledger.
7. Retroactive or post-dated inspection memos shall not be permitted, except with proper justification and approval from a competent authority.
8. Any deviation from the above procedure shall be treated as a procedural lapse and reported for administrative review/action.

The lapses observed highlight the critical importance of carrying out inspections within the prescribed timeframe, maintaining proper documentation, and ensuring strict compliance with laid-down procedures. The above suggested improvements are, therefore, essential to strengthen transparency, accountability, and discipline in material acceptance and to ensure adherence to established procurement norms.

9 Measures to Prevent Recurrence of Lapses in Material Procurement and Inspection.

During a vigilance Investigation into a complaint regarding the rejection of a "Set of C check kit" it was determined that the following lapses contributed to the issue

- 1. Inadequate Material Description:** The description was poorly formulated. Although the items were procured using the OEM part number, the inclusion of the term "suitable in the description, created confusion regarding whether the item was of PAC nature.
- 2. Pre-Tender Verification Shortfall:** For items procured on an OEM part number basis, the appropriate PAC or general description should have been confirmed from the consignee before the tender was floated.
- 3. Delayed PAC Issuance:** At the time of confirming the Description/Warranty/Applicable Panel, the executive department should have ensured that the item was to be purchased on a PAC basis. In this case, the PAC was issued only after the complaint was received.
- 4. Insufficient Higher-Level Verification:** The case file was endorsed by ADEE and EEE based solely on the SSE's remark, without verifying whether the item was to be procured from the OEM or an authorized dealer. A proprietary article certificate (PAC) was later issued by Sr. DEE only after the complaint was lodged. Higher officials must verify such details independently rather than relying solely on supervisory staff.
- 5. Subjective Inspection Report:** The inspection report merely stated "Material was found to be unsuitable without providing detailed reasons or referencing specific parameters. A comprehensive inspection report with detailed observations is necessary at the consignee's end.

Therefore the following system improvement may be issued:

I. Accurate Material Description:

Ensure that material descriptions are formulated precisely, avoiding ambiguous terms that could create confusion about the item's PAC status.

II. PAC Confirmation:

If description of material contains the OEM part no, then either applicable PAC or general description of material must be provided to the purchase officer before floating the tender

III. Enhanced Oversight:

For items being procured on OEM part number, higher officials should directly confirm whether items are to be procured from the OEM rather than relying solely on supervisory staff. comments

IV. Comprehensive Testing Reports:

Mandate that detailed test or inspection reports-covering both visual and technical aspects-are prepared and approved by higher authorities, clearly documenting reasons for acceptance or rejection based on specific parameters. No subjective remark like "Material was found to be unsuitable should be mentioned while rejecting the materia

10. Public Procurement (Preference to Make in India), Order 2017-Revision

Railway Board, vide letter under reference, has directed implementation of the revised Public Procurement (Preference to Make in India) Order, 2017, as amended on 19.07.2024. During recent vigilance checks across West Central Railway, it has been observed that:

1. Tenders for works contracts are not being processed in compliance with the revised MII Order.
2. Tender Committees and Tender Accepting Authorities (TAAs) are not evaluating bids in accordance with the prescribed Make-in-India preference criteria.

It must be understood that the Public Procurement (Preference to Make in India) Order, 2017 Revision, applies not only to the procurement of goods and services but equally to works. 'Works' means all works as per Rule 130 of GFR- 2017, and will also include turnkey Contracts, Engineering, Procurement and Construction (EPC) contracts and services include System Integrator (SI) contracts. Non-adherence constitutes a breach of policy and invites disciplinary action.

It is therefore advised to ensure that:

1. Tender Committees and TAAs shall evaluate every tender, including works tenders, in accordance with the revised MII Order dated 19.07.2024.
2. The policy directives contained in Railway Board's letter under reference must be implemented in both letter and spirit, without exception, under all circumstances.

Personnel

11. संविदा चिकित्सक की भर्ती प्रक्रिया के संबंध में प्रणालीगत सुधार जारी करने हेतु

उपरोक्त विषयांतर्गत सतर्कता जांच के दौरान यह पाया गया है कि संविदा चिकित्सक की पहली नियुक्ति में टर्म का उल्लेख नहीं किया जा रहा है, जिसके कारण एक मंडल में एक संविदा चिकित्सक का ओवरस्टे हुआ है। साथ ही, पार्ट टाइम डेंटल सर्जन की पहली बार की नियुक्ति एवं extension के समय भी टर्म का उल्लेख नहीं किया गया है जिसमें PTDS के Over Stay की संभावना भी बनी रह सकती है, क्योंकि संविदा चिकित्सक की अधिकतम नियुक्ति 12 टर्म के लिए ही की जा सकती थी। यद्यपि वर्तमान में CMPs हेतु यह टर्म संख्या रेलवे बोर्ड के पत्र क्रमांक 2022/E (GR) II/1/3 दिनांक 22.08.2025 के अनुसार 20 कर दी गयी है।

एक संविदा चिकित्सक की पुनर्नियुक्ति में पूर्व की अवधि को ध्यान में नहीं रखा गया और उसे प्रथम टर्म के लिए पुनर्नियुक्त किया गया, जबकि पूर्व में वह 08 बार CMP के रूप में कार्य कर चुका था। किसी संविदा चिकित्सक द्वारा पूर्व में की गई सेवा की जाँच हेतु कोई ठोस नीति नहीं अपनाई गई है। इसके साथ ही रेलवे बोर्ड के पत्र क्रमांक 2022/E (GR) II/1/1 दिनांक 01/12/2022 में जारी निर्देश के अनुपालन में NR, NWR द्वारा लागू की गयी व्यवस्था जिसमें संविदा चिकित्सक के पैन व आधार विवरण को AIMS पोर्टल में इनके सैलरी अकाउंट से लिंक करने का उल्लेख है, जिसका अनुपालन नहीं किया जा रहा है। भविष्य में इस प्रकार की अनियमितता की पुनरावृत्ति रोकने हेतु निम्न प्रणालीगत सुधार जारी किया गया:

(1) CMP/PTDS के Fresh engagement /Term extension के समय उनके द्वारा प्रस्तुत किये जाने वाले आवेदन में एक अतिरिक्त कॉलम Past experience in Railway/No. of terms completed as CMP/PTDS दर्ज किया जाये। साथ ही Fresh engagement/Term extension के समय दिए जाने वाले शपथ पत्र में उनके द्वारा यह अनिवार्य रूप से अंकित किया जाये कि यदि उनके द्वारा प्रस्तुत आवेदन में वर्णित कोई भी तथ्य असत्य पाया जाता है तो उनकी सेवाएं तत्काल प्रभाव से समाप्त कर दी जाएगी तथा इस संबंध में कोई पत्राचार नहीं किया जाएगा।

(2) Fresh engagement/Term extension हेतु जारी किये जाने वाले कार्यालय आदेश में टर्म की संख्या, अवधि सहित स्पष्ट रूप से उल्लेखित की जाये।

तदनुसार, मेडिकल एवं कार्मिक विभाग द्वारा प्रणालीगत सुधार जारी कर दिया गया है।

12. Irregular payment of TPA

During preventive check conducted in some units of this Railway, it has been observed that Transport Allowance (TPA) was paid to several employees even after they were absent from Headquarter/working place for whole calendar month covered by leave

Railway Board vide letter no PC-V/2017/A/TA/1, dated 03.08.2017 (RBE No 80/2017) has laid down conditions regarding admissibility of Transport Allowance on different circumstances, which was ignored by dealing establishment staff of depots as well as pay bill units of Personnel department. Due to this lapse, amount of more than one lakh rupees against the head of TPA was paid to employees which was otherwise not payable and resulted into leakage of railway revenue.

Viewing this irregularity and ignorance of dealing staff regarding the rule, letters have been written to the concerned department for reiterating the Board's instruction as a system improvement to all concerned as well as for taking suitable administrative action against the erring staff. Accordingly, Personnel Department/HQ's Office has issued necessary instruction vide letter dated 15.09.2025 to all concerned reiterating the Board's instruction contained in RBE No. 80/2017 for strict compliance.

Case Studies

Traffic

1: Misappropriation of Cash by SM C & CBS

Case Summary

A case of misappropriation of railway earnings was detected during a preventive check, revealing a shortage of ₹4.47 lakh in station cash. The Station Master (Commercial) and Chief Booking Supervisor (CBS) were involved in systematically misusing railway cash and concealing shortages through daily manipulations.

Irregularities Observed

- Cash shortages were being regularly covered up by using current day's collections to balance previous day's shortages.
- Cash was not kept in the designated safe, violating railway cash handling protocols.
- Transactions and cash transfers occurred in non-CCTV-covered areas, enabling concealment of irregularities.
- No acknowledgments or receipts were issued by supervisors or staff for cash deposits, breaching financial discipline.
- Both staff members were repeat offenders, indicating poor monitoring and ineffective deterrence mechanisms.

Modus Operandi

The officials developed a routine system of financial manipulation:

1. Part of the cash collected from ticket sales was diverted for personal use.
2. Before dispatching cash to the bank, they used fresh collections from the following day to cover the previous shortage.

3. The absence of a receipt/acknowledgement mechanism and supervision without CCTV allowed them to repeat the practice over an extended period.
4. This continued until a preventive check (PC) revealed the shortage of ₹4.47 lakh.

This case highlights the critical importance of strict adherence to cash handling protocols and robust supervision systems.

- Cash safes must be used mandatorily; almirahs or alternate storage are unacceptable.
- All cash transactions must occur within CCTV-covered areas, and acknowledgment of receipts should be mandatory.
- Regular surprise checks and audits by commercial inspectors/ officers/Sr. TIAs are vital to detect early signs of manipulation.
- The case also underscores the need for accountability and monitoring of repeat offenders, ensuring they are not assigned to sensitive posts.

2: Fraud by Agent of Cash Collection Agency

Case Summary

A fraud involving non-deposit of ₹21 lakh in railway earnings came to light at a station where a private cash collection agency had been engaged to remit railway cash into the bank. The agency's field agent collected cash from the station for seven consecutive days — 25.01.2025 to 31.01.2025 — but did not deposit the same into the designated bank account. The agency itself subsequently filed an FIR against the agent after the railway asked bank to deposit the railway cash, confirming the fraud. The incident revealed significant gaps in monitoring, documentation, and accountability both at the station and divisional levels.

Irregularities Observed

- No daily verification of deposit status by station or

control office despite large cash movements.

- No mention of the mobile number on bank challans, which prevented the receipt of SMS alerts confirming deposits

The station was using manual treasury receipts, even though e-Treasury (eTR) had been made mandatory from 15.01.2025.

- Inadequate supervision by commercial inspectors and control offices allowed the malpractice to continue unnoticed.

Modus Operandi

1. The cash collection agent routinely collected station earnings and issued a manual receipt.
2. Instead of depositing the cash in the bank, he retained the amount for personal gain over a period of seven days.
3. Since no SMS confirmation system or reconciliation mechanism was active, the non-deposit went undetected.
4. When the fraud surfaced, it was revealed that the station and divisional authorities had not monitored the deposit status through either bank confirmation or eTR reports.
5. The agency later lodged an FIR against its own agent, admitting a complete failure of oversight and internal control.

This case emphasizes that:

- e-Treasury (eTR) should be strictly implemented, and manual TR are discontinued.
- Mobile number registration for SMS confirmation of deposits must be mandatory for every challan.
- Real-time reconciliation of daily station cash remittance with bank deposit records should be introduced.
- Divisions must establish a daily monitoring cell to track

all pending or delayed cash deposits and act immediately on discrepancies.

3: Misuse of Duty Card Pass (DCP)

Case Summary

A case of misuse of Duty Card Pass (DCP) was detected among five staff members posted under SSE/Bridge/Jabalpur (JBP). The DCP, which was valid only for travel within Jabalpur Division, was found to have been used for unauthorized journeys to outstation destinations, including those beyond the division's jurisdiction.

The irregularity also revealed that foreign (non-entitled) persons were facilitated to travel using these DCPs. The misuse had occurred multiple times from the same station — Sihora (SHR) — where booking clerks failed to verify the DCP's validity before issuing tickets.

Irregularities Observed

- DCPs meant for official duty within Jabalpur Division were used for travel beyond the permitted jurisdiction.
- Bookings were repeatedly made from SHR station without any system verification of pass validity.
- Booking clerks did not check the zone/division limitation of the pass before accepting the request.
- The same DCPs were used multiple times, suggesting organized misuse by a group of employees.
- Foreign travelers (non-railway persons) were also allowed to travel using these DCPs, amounting to fraudulent use of government privileges.
- No periodic audit or verification of DCP usage records was conducted by the controlling officers.

This case underscores the necessity of strict monitoring and digital tracking of DCP usage to prevent misuse of travel privileges. The key lessons are:

- All DCPs should be digitally integrated with the

PRS/UTS system, preventing booking beyond authorized jurisdiction.

- Booking clerks must be sensitized and held accountable for verifying DCP validity before issuing tickets.
- Periodic scrutiny of DCP usage data should be carried out by divisional offices.
- Random checks of tickets issued against DCPs can help detect irregular patterns early.
- The case also reinforces the need for ethical conduct and honesty in availing railway concessions and privileges.
- The concerned employees have been issued major penalty charge sheets

This case shows how even minor negligence in routine operations can lead to systematic abuse of privileges and cause financial and reputational loss to the organization.

4: Unauthorized Stacking of Coal at Gondawali Siding

Case Summary

A vigilance check at Gondawali Siding exposed a serious irregularity involving the unauthorized stacking of more than 5000 tonnes of coal that remained in the railway premises for over two months. The material was lying unattended without any valid permission or records in railway registers. Despite the prolonged and visible occupation, no action was initiated by the commercial or operating staff of the siding.

Eventually, the unauthorized stock was auctioned by the railway administration, and approximately ₹42 lakh was recovered. However, the lapse represented a serious case of neglect, dereliction of duty by the station and commercial authorities.

Irregularities Observed

- Unauthorized stacking of coal within railway premises without permission or documentation.
- Failure of station and commercial staff to detect and report the occupation for more than two months.

- No record maintained in the siding register or stacking register.
- Absence of routine inspections by the concerned commercial inspectors.
- Violation of the provisions of the Indian Railway Wharfage and Demurrage Rules, which require immediate reporting and imposition of charges for any unauthorized stacking.
- Supervisory staff displayed apathy and inaction, even after visible occupation of railway land.
- Concerned staff have been taken up with D&AR (Major penalty)

This case highlights the need for proactive vigilance and strict enforcement of commercial rules related to storage and stacking on railway premises. Key lessons include:

- Regular joint inspections of sidings must be conducted to detect unauthorized stacking or occupation.
- Immediate imposition of wharfage/demurrage charges is essential to protect railway revenue.
- Maintenance of accurate stacking registers and provision of CCTV should be made mandatory.
- Commercial and operating supervisors must ensure that railway land is used strictly as per permission and under valid agreements.
- Accountability of staff should be clearly defined and enforced under the Indian Railway Commercial Manual (IRCM).

5: Unauthorized Stacking of PAD and PDW at ET Station (Encroachment on Railway Land)

Case Summary

A vigilance inspection at ET (Itarsi) station revealed a long-standing case of encroachment and unauthorized stacking of packaged drinking water (PDW), packaged food items (PAD), and other materials on railway land. An area measuring

approximately 72 square meters on the east side of ET station had been continuously occupied since 2019 without any valid permission or lease.

The stacking was initially carried out under the pretext of unloading Rail Neer, but over time, the space was misused for commercial storage of private goods. Despite the prolonged encroachment, no action was initiated by the concerned commercial authorities, and prescribed procedures under the Indian Railway Works Manual (IRWM) were blatantly ignored.

Irregularities Observed

- Encroachment of 72 sq. meters of railway land without authorization.
- No written permission or approval obtained from competent authorities for stacking activities of Rail Neer.
- Overtime private vendors began using the same space for storage of PDW, PAD and other goods, far beyond the permitted activity.
- Violation of IRWM provisions, which mandate removal of unauthorized occupations and maintenance of an encroachment register.
- No six-monthly joint inspection conducted, as required by railway rules of soft encroachment.
- Encroachment register not maintained or updated since 2019.
- Failure of divisional authorities to assess and recover the cost of railway dues for prolonged unauthorized use.
- Misuse of unloading permission meant for Rail Neer as a cover for private commercial operations.

This case serves as a classic example of how inaction and poor monitoring can lead to unauthorized commercial occupation of railway land. Key take aways include:

- Mandatory six-monthly joint inspections of all stations and sidings must be conducted and documented.
- Encroachment registers should be maintained, verified,

Security

(6) Irregularity in Vehicle Tender

In a contract for hiring of vehicles GeM bid which was under the direct acceptance of the accepting authority as the bid value was less than Rs. 50.00 Lakh, he (i.e. accepting authority) bypassed the Lowest Financial offer without resorting to Tender Committee (TC) and thus violated the instruction contained in Railway Board letter dated 10.09.2020.

- Accepting authority also introduced conditions in above bid which compromises transparency and objectivity in award of tender such as vehicle list, driver's detail, police verification etc. as pre-tender conditions.
- It is also observed that vehicle details provided by the awarded firm were of age more than four years old and the details of vehicles actually provided by the contractor were not in the name of company/owner.
- By awarding the GeM tender at 27% above the estimated rate, financial loss has been caused to the Railways by introducing avoidable conditions which are post tender items.
- Case has been sent to the Board for First Stage advice.

Personnel

7. विभागीय परीक्षा में गड़बड़ी (OMR Sheet)

एक शिकायती प्रकरण के आधार पर शिकायत की जाँचोपरांत पश्चिम मध्य रेल के एक मण्डल में मुख्य लोको निरीक्षक के पदों हेतु "OMR Mode" से ली गयी लिखित परीक्षा के पश्चात् एक कर्मचारी की OMR Sheet की मूल प्रति पर अंकित 18 प्रश्नों के उत्तर (गोले) को परीक्षा समाप्ति पश्चात् भरे जाने की अनियमितता पायी गयी, जिसकी पुष्टि हेतु कर्मचारी की OMR Sheet की मूल प्रति और कार्बन प्रति जाँच हेतु CFSL, Bhopal भेजी गयी । प्राप्त जाँच रिपोर्ट के अनुसार इस तथ्य की पुष्टि हुई कि मूल OMR Sheet में 18 प्रश्नों के उत्तर के एवज में लगाये गये गोलों का impression कर्मचारी की OMR Sheet की कार्बन प्रति में लगाये गये गोलों पर परिलक्षित नहीं होता । माननीय लोकपाल के आदेश पर प्रकरण की जाँच अब सी.बी.आई. द्वारा की जा रही है ।

8. वेतन का अनियमित भुगतान

प्राप्त शिकायत के आधार पर जाँच उपरांत पाया गया कि शिकायतकर्ता कर्मचारी के कार्य से अनुपस्थिति (11.03.2022 से) के बावजूद भी कर्मचारी का तीन माह का वेतन (जून 2022, दिसंबर 2022 एवं सितंबर 2023) का भुगतान किया गया। कालान्तर में कर्मचारी के अनाधिकृत रूप से कार्य से अनुपस्थित रहने के कारण उसे Removal From Service (दिनांक 26. 03.2024) किए जाने के पश्चात भी कर्मचारी को दो माह का वेतन (अप्रैल/ मई 2024) का भुगतान किया गया। यद्यपि कर्मचारी द्वारा इस वेतन को लगातार डिमांड ड्राफ्ट के माध्यम से रेलवे खाते में जमा कराया गया।

जांचोपरांत यह देखा गया कि डीलिंग स्टाफ द्वारा कर्मचारी को "Transfer Out" करते हुए 999 में डाल दिया गया था, जबकि बिल यूनिट के डीलिंग स्टाफ द्वारा कर्मचारी के सर्विस स्टेटस में परिवर्तन कर Status, update करना चाहिए था।

इस प्रकार कर्मचारी को पुनः डीलिंग स्टाफ द्वारा 'Transfer In' करने के कारण पुनः कर्मचारी के खाते में अप्रैल/मई-2024 का वेतन भुगतान किया गया, जबकि डीलिंग स्टाफ द्वारा कर्मचारी का सर्विस स्टेटस "Removal From Service" अपडेट करना चाहिए था।

इस अनियमितता के कारण दोषी दो कर्मचारियों को दीर्घ शास्ति जारी की गई।

Electrical

9. Engagement of contractual staff in man power based out source contract on the basis of false educational certificates

During a preventive check related to providing lift operators in passenger lifts on stations, an irregularity was noticed. As per contract condition the staff deployed as lift operators must possess an ITI certificate. However during the course of investigation the certificates of staff deployed was found forged claiming false educational qualification. This has caused financial loss to the Railways since payment has been made for Semi Skilled staff

whereas unskilled staff has been actually found deputed at site. Also, from the perusal of the attendance register, at most of the stations the staffs has signed for whole month without break or rest of even for a single day. The attendance registers are countersigned by the concerned SSE at the end of the month in contravention of the mandatory provision of bio-metric attendance as per provision for Manpower outsourcing contract. This provides reasonable ground to have suspicion of the actual deputation of the contractual staff in this work.

10. Irregularity in supply of material in Electrical works contract

During a preventive check in one of the division of WCR, against receipt of 80% payment on the supply itself, the supplied material was immediately handed over to the contractor agency and was found not available either at the worksite or in the Railways godown after sufficient lapse of time (06 months). Also, during the investigation of the case, the contractor itself admits that he has taken the material from the worksite and instead kept at his own godown without approval of CA, in contravention of the contract conditions. Clear cut case of misappropriation of railways material in connivance by the contractor agency.

In view of the above following guidelines issued by Railway Board regarding inspection, change in pre tender conditions, filling of inspection format as per UDM & warranty, rejection etc. are as follows-

1. Procurement of Material through Works, Services, and Supply Contracts under Public Procurement (Preference to Make in India) Order, 2017 - Revision

Railway Board Letter No.: 2020/RS(G)/779/2/Pt.1 (E3322671),
Date: 20.08.2024

Subject: Guidelines for implementation of "Make in India" policy in Works, Services, and Supply contracts, ensuring preference to

domestic manufacturers and suppliers in public procurement.

2. Deciding the Inspection Authority at the Tendering Stage and Change of Inspection Authority at the Post-Contract Stage

Railway Board Letter No.: 2018/Trans/01/Policy/Pt-SDate: 16.08.2018

Subject: Clarification on determining appropriate inspection authority during tendering stage and procedure for any subsequent change in inspection authority after award of contract.

3. Handling of Warranty Rejection Cases

(a) Railway Board Letter No.: 2022/RS(G)/779/7 (E3390005)

Date: 26.10.2023

Subject: Procedure for processing warranty rejection cases, ensuring timely communication with suppliers and recording of findings.

(b) Railway Board Letter No.: 2022/RS(G)/779/7 (E3390005),

Date: 21.08.2024

Subject: Updated guidelines on documentation and accountability in warranty rejections, emphasizing traceability and preventive vigilance measures.

11. Unjustified operation of Cement Pressure grouting item in Drainage improvement works contract.

In a preventive check conducted in drainage improvement contract in one of the division of WCR, it was found that the original scope of drain reconstruction was completely modified through unjustified quantity variation, increasing cement pressure grouting qty from 2,500 kg to 1,03,000 kg (4020%) despite it being an item specially to be utilized for bridge strengthening. Correspondingly, essential drain work quantities were reduced without technical justification.

Mandatory approval of materials such as anti shrinkage admixtures required for execution was not obtained, and this item of hidden nature was executed without proper supervision / mandatory test checks. Work registers did not bear signatures of field supervisors & ADEN, instead bore signatures of group D unqualified staff only in violation of provisions of in Engineering Code.

Further, material verification revealed fabrication of invoices of anti shrinkage admixture submitted by the contractor; the manufacturer confirmed that no such supply was made. Further scrutiny showed that part of the work was subcontracted without CA's approval, violating contractual conditions prohibiting subletting.

It was established during investigation that the original scope was unjustifiably modified to operate a high-value item without actual execution. Fraudulent billing using fabricated invoices was carried out, causing financial loss to the tune of 2 crores to Railways. Lapses in supervision and failure to enforce mandatory test checks indicate negligence at supervisory and officer's level.

Recovery of Rs. **2.0 crore** for unexecuted work and termination of the contract have been recommended, along with action as per contractual and disciplinary provisions.

12. Irregular Payment due to Repeated Shifting of Sleepers/P.Way material and Incorrect Lead Measurement

During scrutiny of P.Way linking contracts in a major railway section, serious irregularities were noticed in execution and billing. As per P.Way SOR 2007 of WCR, payments for material transportation are based on graded leads from 0.5 km up to 50 km and beyond through separate items. However, P.Way material like Rail, Sleepers, fittings were repeatedly shifted over short leads of only 1–2 km, while contractor bills were passed for long lead items of 50 km, resulting in inflated payments.

Preliminary investigation has revealed excess payment of **2.72 crore** under P. Way transportation items. Recovery has been initiated and responsibility is under examination. The case highlights irregular and inflated payments by charging long lead rates for short lead work, instead of applying appropriate SOR items for shorter leads.

13. Irregular Inclusion of Red-Oxide Painting in P.Way Linking Contract

During preventive vigilance scrutiny of a new line construction contract, irregularities were observed in the execution and payment of anti-corrosive painting. As per Para 250 of IRPWM 2004, the specification required one coat of red-oxide primer followed by two

coats of bituminous emulsion, totaling thickness of 350 microns. However, red-oxide coating was discontinued vide ACS 124 dated 14.02.2011.

The contract awarded in January 2024 included anti-corrosive painting as per USSSOR-2021, consisting of two coats of bituminous emulsion (100 microns each), valued at ₹1.20 Crores. In a subsequent quantity variation, a separate item for red-oxide painting based on USSOR-2019 (original tender was based on USSSOR-2021 and in that, Red oxide painting item was deleted from the SOR schedule) was irregularly added for Rs.1.40 Crores, contrary to the revised specifications of rail panting as modified through ACS 124 dated 14.02.2014.

Post-vigilance check, Rs.30 Lakhs were recovered for the work already executed, and the irregular Rs.1.40 Crores red-oxide item as included through Qty. variation was deleted from the contract through subsequent variation. This case highlights the importance of strict adherence to updated technical specifications and vigilant monitoring of contract variations to safeguard public funds and ensure transparency in execution.

Do's & Dont's

Dos and Don'ts for Operating Staff posted at Stations

Dos

- ✓ Ensure declaring private cash as per prescribed norms for staff dealing with commercial activity and muster should be properly signed and closed with proper entry.
- ✓ Staff proceeding outside HQ duty should make entry in Movement Register, and it should be approved by concerned supervisor.
- ✓ Fill out all registers (train signal, shunting, TSR, detention, OT) accurately and in real-time.
- ✓ Overtime calculation and TA calculation should be checked and supervised by concerned SM and sectional TI.
- ✓ Ensure no overwriting, erasing, or backdating entries in muster rolls.
- ✓ Immediately report any attempt of bribery or undue influence from contractors, vendors, or fellow staff.
- ✓ Use official vigilance channels or complaint mechanisms for whistleblowing.
- ✓ Treat all parties (e.g. coaching rakes, goods trains, and contractors) equally in terms of operations and priority, unless instructed otherwise in writing.
- ✓ Provide truthful, transparent, and timely information during surprise checks or audits.
- ✓ Timely repeat actual time for placement and release of rake to control/CHC.

Don'ts

- ✗ Accepts money, gifts, or favors from parcel contractors, vendors, train crew, or others for giving undue advantages.
- ✗ Creating false entries in detention registers, movement books, or shunting orders.

- ✗ Show fake reasons for train priority or delay benefiting anyone.
- ✗ Prioritize certain trains (e.g. parcel/goods) in exchange for personal benefits unless there are official instructions.
- ✗ Make sudden changes in duty rosters favouring certain staff.
- ✗ Hide derailments, signal failures, or other operational lapses to protect one or others is a serious vigilance issue.
- ✗ Share train movement plans including platform arrival updates over personal phones or WhatsApp especially for monetary gain.
- ✗ Malign with parcel or goods agents to manipulate train movements, siding entries, or detentions for personal gain.

Dos and Don'ts for commercial contracts

Dos

- ✓ Secure Approvals: Ensure all contracts receive approval from the Competent Authority. Ensure availability of copy of agreement at work site, stalls.
- ✓ Maintain Records: Keep detailed site records, including measurements, check lists, consumption of material, attendance, penalties etc. Ensure issuing proper/valid ID, PVR, Medical certificates and maintain records.
- ✓ Follow Procedures: Strictly adhere to contract terms and relevant Indian Railways procedures and follow the provision mentioned in the scope of work.
- ✓ Monitor Payments & Deliveries: Check for completed payments and ensure quantity and quality meet contract standards. Ensure no overpayment is made in any condition.
- ✓ Ensure Quality Control: Inspect materials and work for quality and prevent the use of substandard items. Spurious and poor quality should not be accepted.

- ✓ Conduct Inspections: Regular inspections as per agreement should be done, and violations should be reported without fail.
- ✓ Display information: Ensure essential contract details are displayed at worksite, stalls etc, and rate list of the items.
- ✓ Penalty clause: Ensure penalty is imposed strictly as per penalty clause and is deducted before making payment.
- ✓ Security Deposit/Bank Guarantee: Ensure SD/PBG is collected and failure is penalised as per rules. In case of extension of contract due to any reason, validity of the SD/BG should also be extended.

Don'ts

- ✗ Bypass the Rules: Do not bypass the rules contained in agreement in any condition. The deviation, if any, should be reported without delay.
- ✗ Make Unauthorized Payments: Do not release payments if a contractor is overdue on payments to railways.
- ✗ Operate Without Sanction: Do not operate non-schedule items or other unauthorized actions without the competent authority's sanction.
- ✗ Delay Decisions: Do not delay in taking decisions or actions related to contract matters. Handle in a time-bound manner with proper remarks.
- ✗ Allow Substandard Work: Do not permit the use of substandard materials or the execution of work without proper work orders.
- ✗ Bypass the Rules: Do not bypass the rules contained in agreement, GCC and SBD.
- ✗ Operate Without Sanction: Do not allow contractors to use extra space beyond the allotted area.
- ✗ Shift site location: Do not shift the location of site of the contract, especially the catering stall without obtaining the approval of the competent authority.

Articles

The Role of Executives in Vigilance: A shared Responsibility

Dhanraj Singh Jatav
Dy.CVO (Traffic)



Indian Railways, being one of the largest service providers in the world, functions on the trust of millions of passengers and freight customers. With such wide operations and close public dealings, transparency and integrity are central to its image. Vigilance, therefore, is not an isolated activity but an essential part of daily functioning. **Executives, who lead the system, have the responsibility of ensuring that vigilance becomes a guiding principle for clean and efficient governance.**

Understanding Vigilance in Railways

Vigilance in Railways is not limited to detecting misconduct; it is equally about preventing irregularities, plugging revenue leakages, and promoting a culture of fairness. **For executives, vigilance means adherence to rules, close supervision of subordinates, and ensuring transparency in every decision.**

The Role of Executives

Executives are expected to:

- Lead by example in following rules and procedures.
- Supervise all activities including contractual activities with diligence.
- Detect and correct irregularities at an early stage.
- Motivate staff to adopt honesty as a habit.
- Treat vigilance as support & guidance for better governance.

Why Executives Sometimes See Vigilance as a Hurdle

Some executive tend to view vigilance branch as an enemy rather than a partner. This arises due to fear of scrutiny, workload pressures leading to shortcuts, or misconceptions that vigilance only penalizes. Such defensive attitudes reduce the effectiveness of the system and failures of executives tend to continue.

Why Failures Occur

Executive may fail in vigilance responsibilities due to:

- Ignoring minor irregularities.
- Excessive reliance on subordinates.
- External pressures or personal biases.
- Delays in disciplinary action, leading to ineffective deterrence.

Inadequate Punishments - A Weak Link

A recurring challenge is that even when vigilance detects irregularities, the punishments awarded are often inadequate or delayed. **Minor Penalties for serious lapses**, delayed departmental proceeding, or overlooking systemic failures dilute the very purpose of vigilance. Such outcomes **not only fail to deter misconduct but sometimes embolden others to repeat** similar practices. **Executives, being the disciplinary authorities must ensure that punishments are proportionate, timely, and serve as a real corrective measure.**

What is Expected from Executives

Executives are expected to:

- Take vigilance as a shared responsibility and preventive tool.
- Conduct regular inspections and verify records personally.
- Ensure transparency in decision-making and fairness in contracts.
- Act firmly and without delay in cases of misconduct.
- Recommend punishments that are proportionate to the gravity of lapses.
- Encourage an ethical culture where vigilance is seen as a support for efficiency.

Conclusion

Executives in Railways play a central role in upholding vigilance. **While irregularities will always attempt to creep into such a vast system, strong supervision, timely detection, and fair action can prevent them from taking root.** The Commercial Branch, being the custodian of earnings and direct public interface, has an even greater duty to maintain integrity. **Vigilance should never be seen as an enemy; it is a safeguard for the organizations and its people.** Executives, by embracing vigilance and ensuring fair but firm action, can strengthen Indian Railways as a transparent, efficient, and trustworthy public service

Vigilance : Our Shared Responsibility

Mohammad Shahid Khan
Office Superintendent/
Vigilance Branch HQ/JBP



Vigilance means being alert, watchful, and aware of what is happening around us. In today's world, vigilance is not only the duty of the government or security forces but also the responsibility of every citizen. It helps us protect ourselves, our community, and our nation from dangers like corruption, crime, terrorism, and accidents.

When people remain alert, they can stop wrongdoing at an early stage. For example, reporting suspicious activities, avoiding careless use of resources, and standing against bribery are small acts of vigilance that make a big difference. In schools, students show vigilance by following rules, raising their voice against bullying and helping others. At workplaces, employees can maintain vigilance by ensuring honesty, transparency, and safety.

Shared responsibility means that no single person or authority can safeguard society alone. Everyone has to play their part. A vigilant society is stronger, safer, and more united. It creates an environment where justice and fairness prevail.

In conclusion, vigilance is not a one-day duty but a lifelong habit. If every individual stays alert and responsible, together we can build a secure, corruption-free, and progressive nation.

सतर्कता की ज्योति:

नीरज रघुवंशी

वरिष्ठ खंड अभियंता/रेल पथ
प्रमुख मुख्य इंजीनियर, कार्यालय
मुख्यालय, प.म.रे./ जबलपुर



1. सतर्क रहो हर पल जीवन में सत्य की राह हो अपने मन में ।
ईमानदारी हो पहचान हमारी, कव्यनिष्ठा हो शान हमारी ।
छल, प्रपंच से दूरी रखो, नियम-नीति को पूरा करो ।
स्वच्छ विचार, एवं व्यवहार, बनाता संगठन का सशक्त आधार ।
2. ईमान का दीपक जलाएं रखें हम, हर अंधियारा मिटाएं रखें हम ।
कर्तव्य-पथ पर सदा चलें हम, सत्य की राह अपनाएं रखें हम ।
लोभ लालच से दूरी रखें हम, न्याय नीति के साथ चले हम ।
जो सही है, वही कहें हम, गलत को सदा पराजित रखें हम ।
3. संगठन की शान यही है, हर कर्म में सम्मान यही है ।
सतर्क रहो, सजग रहो तुम, यह जीवन का ज्ञान यही है ।
भ्रष्टाचार को दूर भगाएं हम, सत्य की मशाल जलाएं हम ।
छोटे काम में भी सच्चाई दिखाओ, अपने संगठन को ऊँचा बनाओ ।
हर निर्णय में विचार करो, न्याय और नियम का पालन करो ।
आत्म सम्मान एवं स्वाभिमान हमेशा कायम रहे,
यही पहचान हमारी सदा रहे ।

“सतर्कता : हमारी साझा जिम्मेदारी (भारतीय दृष्टि में सतर्कता का दार्शनिक आधार)

राकेश कुमार मालवी "प्रखर"
सीनीयर सेक्शन इंजीनीयर(टेली)मुख्यालय,
कार्यालय:- सीनीयर डी एस टी ई(सम.)
पमरे ,भोपाल



जागृति की ज्योति:

मानव जीवन का आधार केवल कर्म नहीं, अपितु उस कर्म के प्रति जागरूकता भी है। सतर्कता वह मानसिक दीपशिखा है जो अंधकारमय प्रवृत्तियों-लापरवाही, लोभ, लालच, और भ्रष्टाचार-के तमस को नष्ट करती है। मैं अपने चिंतन और विचारों के पंखों को हमारे शास्त्रीय, प्राचीन चिंतन के आकाश में विचरण करने को प्रेरित करता हूँ एवं आपसे इस परिचर्चा में भारतीय दृष्टि में सतर्कता का दार्शनिक आधार के दृष्टिकोण से आपके मार्गदर्शन की अपेक्षा रखते हुए, मेरी त्रुटियों के लिए अभयदान का कामना करता हूँ।

जैसा कि हमारे शास्त्रों में कहा गया है “सत्यमेव जयते नानृतं”, और यही सत्य की साधना सतर्कता का मूल है।

रेल्वे जैसे विराट संगठन में, जहाँ प्रतिदिन लाखों जीवन गतिमान रहते हैं, सतर्कता केवल प्रशासनिक अनुशासन नहीं, बल्कि मानवीय करुणा का प्रहरी है। यह केवल दायित्व नहीं -संस्कार है य केवल नियम नहीं-संवेदना है।

सतर्कता सप्ताह : आत्म-परीक्षण का पर्व

हर वर्ष जब सतर्कता सप्ताह मनाया जाता है, तो यह केवल आयोजन नहीं होता यह आत्म-निरीक्षण का उत्सव होता है। यह हमें स्मरण कराता है कि ईमानदारी कोई नारा नहीं, बल्कि जीवन का अनुशासन है। सतर्कता सप्ताह कोई औपचारिक पर्व नहीं-यह हमारे आत्म-परिष्कार का उत्सव है। यह हमें स्मरण कराता है कि रेल केवल पटरियों पर नहीं चलती, वह चलती है नैतिकता, पारदर्शिता और जिम्मेदारी की पटरियों पर। यूँ कह सकते हैं “सतर्कता न केवल सुरक्षा का कवच है, यह आत्मा की पारदर्शिता का प्रतीक है। सतर्कता: एक जाग्रति है।

“सतर्कता सप्ताह वह दर्पण है जिसमें हम स्वयं को देख सकते हैं - क्या हम वही हैं जो हम कह रहे हैं?”

साझा जिम्मेदारी : संगठन की आत्मा

रेल्वे के संदर्भ में ‘साझा जिम्मेदारी’ का अर्थ है - प्रत्येक कर्मचारी, अधिकारी, ठेकेदार, नागरिक, यात्री - सभी अपने दायित्व के प्रति जागरूक रहें। सतर्कता विभाग अकेले नहीं कर सकता वह कार्य जो सामूहिक चेतना कर सकती है। जब प्रत्येक व्यक्ति अपनी भूमिका को सेवा, निष्ठा और पारदर्शिताके साथ निभाता है, तभी संगठन “भ्रष्टाचार-मुक्त” और “नैतिक-समृद्ध” बनता है।

सतर्कता: एक दार्शनिक आधार

सतर्कता का बीज वैदिक संस्कृति में निहित है। ऋग्वेद में कहा गया –

“उत्तिष्ठत जाग्रत प्राप्य वरान्निबोधत।”

(उठो, जागो, श्रेष्ठ लक्ष्य को प्राप्त करो।) यहाँ ‘जागरण’ केवल शारीरिक नहीं, मानसिक और नैतिक भी है। सतर्कता वही स्थिति है जहाँ व्यक्ति अपने कर्म, विचार और परिणाम-तीनों के प्रति सजग रहता है।

यह आधुनिक युग में धर्म का लौकिक रूप है-एक ऐसा धर्म जो व्यवस्था की नींव को सुदृढ़ करता है।

भारतीय मनीषा में ‘सतर्कता’ का तात्पर्य केवल बाह्य सावधानी नहीं, बल्कि अंतःकरण की जागृति है। उपनिषदों में कहा गया है “आत्मानं विद्धि” अपने को जानो। स्वयं की चेतना के प्रति सजग रहना ही सच्ची सतर्कता है। यदि व्यक्ति अपने विचारों की दिशा, अपने कर्मों की प्रेरणा और अपने परिणामों के प्रभाव को समझ ले, तो वह कभी भी भ्रष्ट मार्ग पर नहीं जा सकता।

भ्रष्टाचार : मानसिक व्याभिचार, लोभ और मोह का विषय

भ्रष्टाचार को यदि केवल ‘आर्थिक अपराध’ कहें, तो यह उसकी आधी व्याख्या होगी। वास्तव में यह एक मानसिक व्याभिचार है-जहाँ व्यक्ति अपने अंतःकरण के साथ छल करता है। “लोभः पापस्य कारण” लोभ ही सभी पापों की जननी है। जब मनुष्य अपनी आवश्यकता से अधिक पाने की लालसा में सत्य से विमुख होता है, तभी भ्रष्टाचार जन्म लेता है। महान विचारक टॉलस्टॉय ने कहा था “सच्ची ईमानदारी वही है जो तब भी कायम रहे जब कोई देख न रहा हो।” यही भाव सतर्कता का सार है। रेलवे में कार्यरत प्रत्येक अधिकारी या कर्मचारी जब यह अनुभव करता है कि “मेरे हर कार्य को कोई देख रहा है मेरी आत्मा, मेरा विवेक,” तो संगठन अपने आप ही भ्रष्टाचार से मुक्त होने लगता है।

सतर्कता : एक मानसिक साधना

सतर्कता केवल कार्यालयीन प्रक्रिया नहीं, यह एक आत्मिक अनुशासन है। जैसे योग में ध्यान और संयम अनिवार्य हैं, वैसे ही प्रशासन में सतर्कता आवश्यक है। वह व्यक्ति जो अपने कर्तव्य को ईश्वरार्पण भाव से करता है, वह स्वभावतः सतर्क होता है। “कर्मण्येवाधिकारस्ते मा फलेषु कदाचन।” इस गीता-वाक्य में सतर्कता का सूत्र छिपा है-फल के मोह से मुक्त होकर कर्म करना ही सतर्कता की सर्वोच्च अवस्था है।

सतर्कता और रेल सेवा : कर्तव्य से कर्मयोग तक

रेलवे केवल परिवहन का साधन नहीं, यह राष्ट्र की धमनियाँ हैं। हर टिकट, हर इंजन, हर सिग्नल एक जीवन का प्रतीक है। यहाँ सतर्कता का अर्थ केवल “भ्रष्टाचार-निरोध” नहीं, बल्कि “कर्तव्य का योगभाव से पालन” भी है।

गीता का यह वाक्य इस भावना का सर्वोत्तम प्रतीक है “योगः कर्मसु कौशल।” जब कर्मचारी अपने कार्य को ईश्वर-सेवा मानता है, तो हर रेलगाड़ी उसके लिए ‘गंगा-धारा’ बन जाती है, हर यात्री ‘अतिथि देवो भवः’ का रूप ले लेता है, और हर निर्णय ‘सतर्कता’ की साधना बन जाता है।

संगठन में सामूहिक जागरूकता

किसी भी संस्था की सशक्तता उसकी सामूहिक चेतना में निहित होती है। सतर्कता विभाग की भूमिका उसी चेतना को जगाने की है। परंतु सतर्कता तभी फलवती होती है जब प्रत्येक व्यक्ति इसे ‘अपने भीतर की जिम्मेदारी’ के रूप में ग्रहण करे।

“एक दीया हजारों को जलाता है, पर यदि एक बुझ जाए तो अंधकार आता है।”

इसीलिए आवश्यक है कि प्रत्येक स्तर पर पारदर्शिता, संवाद और आत्म-निरीक्षण की संस्कृति विकसित हो। रेलवे में यह सतर्कता केवल निरीक्षण रिपोर्ट तक सीमित न रहे, बल्कि कार्यशैली, प्रशासन और व्यवहार में प्रवाहित हो।

आधुनिक संदर्भ : डिजिटल युग की सजगता

आज के डिजिटल युग में सतर्कता का स्वरूप विस्तृत हो गया है – अब यह केवल फाइलों और लेन-देन तक सीमित नहीं, बल्कि साइबर सुरक्षा, डेटा गोपनीयता और डिजिटल पारदर्शिता तक फैला है। हर ईमेल, हर क्लिक, हर पासवर्ड में भी सतर्कता की परीक्षा छिपी है। “एक भूल-और पूरा तंत्र असुरक्षित!” इसलिए आज सतर्कता का अर्थ है –

‘Ethical Thinking with Technological Awareness-’ यानी नैतिकता के साथ तकनीकी जागरूकता का संगम। “Technology without Ethics is like Power without Direction-”

डिजिटल सतर्कता का अर्थ है – कंप्यूटर पर सत्य, मोबाइल पर मर्यादा, और ईमेल में ईमानदारी। रेलवे में जब प्रत्येक प्रणाली डेटा-सुरक्षित, पारदर्शी और उत्तरदायी होती है, तो नागरिक का विश्वास संगठन की सबसे बड़ी पूँजी बन जाता है।

सतर्कता एक संस्कृति : कार्यालय से समाज तक

सतर्कता का प्रभाव केवल दफ्तर की दीवारों तक सीमित नहीं रहना चाहिए। यह समाज के हर वर्ग तक पहुँचना चाहिए स्कूलों, परिवारों, बाजारों, और सार्वजनिक जीवन तक। “सतर्क नागरिक ही सुशासन की जड़ है।” रेलवे के कर्मचारी केवल अपने पद पर नहीं, बल्कि समाज में भी एक आदर्श बनते हैं। उनका आचरण, व्यवहार, समय पालन और सत्यनिष्ठा अनगिनत लोगों को प्रेरणा देती है। किसी भी संगठन में नीतियाँ तभी प्रभावी होती हैं जब उन्हें कार्यान्वयन की ईमानदारी प्राप्त हो। रेलवे प्रशासन ने पिछले वर्षों में ई-टेंडरिंग, ऑनलाइन सर्वे, शिकायत निवारण पोर्टल, आंतरिक ऑडिट प्रणाली जैसी अनेक पारदर्शी व्यवस्थाएँ विकसित की हैं। इन सबका लक्ष्य एक ही है ‘सिस्टम को व्यक्ति-निर्भरता से नीति-निर्भरता की ओर ले जाना।’ यही वास्तविक सतर्कता का आधार है।

सजगता से सुशासन तक

सतर्कता का लक्ष्य भय पैदा करना नहीं, बल्कि विश्वास जगाना है। विश्वास उस प्रणाली पर जो ईमानदार है, और उस व्यक्ति पर जो अपने कर्तव्य के प्रति उत्तरदायी है। आइए, इस सतर्कता सप्ताह पर हम सभी यह संकल्प लें – कि हम लोभ से मुक्त, लालच से दूर, कर्तव्यनिष्ठ और सजग नागरिक बनेंगे। हमारे कर्म में ईमानदारी हो, हमारे व्यवहार में पारदर्शिता हो, और हमारे संगठन में सत्य का शासन हो। सतर्कता हमारी साझा जिम्मेदारी नहीं, यह हमारी साझा पहचान बने। क्योंकि सतर्कता ही सेवा का सौंदर्य है, और पारदर्शिता ही प्रगति का प्राण है इसलिए यही अभिलाषा है –

जागो कर्मवीर, रेल के पथिक, अंधकार में दीप बनो।

सत्य समुंद की गहराईयों में, मोतियों के सीप बनो।

सजग रहो, सुदृढ़ रहो, यह देश सत्य का दर्पण है।

हैं सतर्कता ही राष्ट्र-सेवा, श्रद्धा और समर्पण है।।

जय हिन्द जय भारत

“सतर्कता: हमारी साझा जिम्मेदारी”

कौशिक सेनगुप्ता

कार्यालय अधीक्षक (सतर्कता)

वरि. उपमहाप्रबंधक एवं मु.स. अधि. कार्या.

पमरे/जबलपुर



एक नागरिक के रूप में प्रत्येक क्षेत्र में हमें सतर्क और सजग होकर रहना है, चाहे वह विद्यार्थी जीवन के लिए स्कूल या कॉलेज हो, खिलाड़ी के लिए खेल का मैदान हो, नौकरीपेशा लोगों के लिए कार्यस्थल हो, व्यवसायी के लिए उनके व्यवसाय का समूह हो अथवा परिवार के सदस्य के रूप में घर में प्रत्येक सदस्य की भागीदारी हो। यहां साझा से तात्पर्य भी भागीदारी है।

एक परिवार में सदस्य के रूप में परिवार की सुरक्षा, सुगठित रूप से संचालन, सदस्यों की आर्थिक निर्भरता में अहम् भूमिका मुखिया की मानी जाती है परंतु परिवार की सुरक्षा, आकस्मिक परिस्थितियों में एकजुट होकर उबरना, किसी भी प्रकार की विपदा अथवा छोटी से छोटी या बड़ी कोई भी समस्या हो, सर्वप्रथम इसे सतर्क रहकर टाला जा सकता है। आपसी विचार विमर्श से भी समाधान प्राप्त किया जा सकता है। ये सदस्यों के बीच न केवल बंधन को सुदृढ़ करता है बल्कि एक-दूसरे के प्रति विश्वास को बढ़ाता है और भविष्य में आने वाली किसी भी प्रकार की मुसीबत से जूझने के लिए आत्मविश्वास पैदा करता है।

शालेय जीवन में कक्षा में एक विद्यार्थी की सजगता उसके लिए सफलता की सीढ़ी के समान है। खेल के मैदान में जहां खेल की विधा व्यक्तिगत न होकर सामूहिक या टीम में हो, जैसे क्रिकेट, कबड्डी, हॉकी, बास्केटबॉल आदि, वहां प्रत्येक खिलाड़ी की सजगता और सतर्कता से विरोधी टीम पर विजय प्राप्त की जा सकती है।

केंद्र सरकार के कार्यालय हो, राज्य सरकार के कार्यालय हो, कोई भी प्राइवेट फर्म हो अथवा स्वयं का व्यवसाय हो, एक कर्मचारी के रूप में विषय के प्रति आपकी उत्सुकता न केवल आपकी जानकारी बढ़ाता है अपितु फाइलों के रखरखाव, पॉलिसी के कार्यान्वयन में आपकी साझेदारी से संगठन का सुचारू रूप से संचालन सुनिश्चित करता है। एक व्यवसाय को किसी भी प्रकार की विषम परिस्थिति से सफलतापूर्वक बाहर ला सकता है।

जिस प्रकार गृहकार्य के नियमों, सदाचार और संस्कारों की जानकारी माता-पिता के माध्यम से अगली पीढ़ी को प्राप्त होती है और जो घर के किसी भी मामूली कार्य के लिए अत्यंत

सहायक होती है उसी प्रकार एक संगठन में नियमों और प्रक्रियाओं की जानकारी प्रत्येक कर्म को होनी चाहिए। सामान्यतः नियमों एवं प्रक्रियाओं की जानकारी की कमी के कारण, कई बार अप्रिय स्थिति उत्पन्न हो जाती है जिससे संगठन को राजस्व की हानि का भी सामना करना पड़ता है अथवा कई प्रकरणों में संगठन की छवि धूमिल होती है।

कार्यालयीन गतिविधियों में ये गलतियां जाने-अनजाने में होती हैं। ऐसी स्थिति में सही प्रक्रिया के पालन पर विशेष ध्यान देने हेतु केंद्र सरकार के सतर्कता संगठन, कार्यप्रणाली तथा कार्य पद्धति में सुधार कर सजगता भागीदारी का दृष्टिकोण अपनाता है। इसके अलावा संगठन में कर्मचारियों के आचरण को नियंत्रित करने के लिए एक मजबूत संगठन के रूप में सतर्कता संगठन कार्य करता है। अतः संगठन की उज्ज्वल छवि के लिए एक जिम्मेदार कर्मचारी के रूप में सबकी साझेदारी बहुत जरूरी है।

गृहकार्य हो या हो कोई कार्यालय सरकारी
पूर्ण निष्ठा से निभाये सब अपनी जिम्मेदारी ।

सतर्क और सजग होकर कार्य करें हम
सुदृढ़ संगठन के लिए, हो सबकी साझेदारी ।।

सुना है जंगलों का भी कोई दस्तूर होता है



विवेक तिवारी

मुख्य सतर्कता निरीक्षक (याता)/पमरे

कभी तूफान आ जाए, कोई पुल टूट जाए तो किसी लकड़ी के तख्ते पर गिलहरी, साँप, बकरी और चीता साथ होते हैं, सुना है जंगलों का भी कोई दस्तूर होता है-

मशहूर लेखिका जेहरा निगाहकी ये पंक्तियाँ कितनी सार्थक हैं, एक अनकहा कानून जिसकी छाँव में जंगल का जीवन भी एक सांझापन लिए हुए है, अस्तित्व की रक्षा के लिए सब साथ आ जाते हैं, जंगल में भी, ये जंगल की बात है।

हम मानव जिसने सभ्यताएं विकसित की, मानवता बनी रहे, उसकी रक्षा होती रहे, अधिकार सुरक्षित रहें इसके लिए कानून बनाए, सबकी सुनने और सबकी बात रखने के लिए वो सब कुछ किया जो हम कर सकते थे, और अभी तक करते आ रहे हैं। ये जिम्मेदारी की बात है, इसके लिए हौसला और इच्छाशक्ति चाहिए बस।

भारतीय रेल का ये परिवार, लगभग 13 लाख भाई-बंधु, बहन और बेटियाँ उस परिवार का हिस्सा हैं जिनके कंधों पर जिम्मेदारी है उत्तरदायित्व है 140 करोड़ भाई बहनों को उनकी मंजिल तक पहुंचाने की, उनके सामान, उनके रिश्तों को उन तक सुरक्षित सौंपने की। बड़ी जिम्मेदारी है ये 140 करोड़ में से 13 लाख, बहुत विशेष है ये भागीदारी, और विशेष है भारतीय रेल का हर वो सदस्य जो किसी भी भूमिका में भारत की इस जीवन रेखा में परिश्रम का रक्त स्पंदित कर रहा है।

इस बहुत विशाल और जटिल सी दिखने वाली कार्यप्रणाली में बहुत से ऐसे हिस्से हैं जहां ईमानदारी, कर्तव्यनिष्ठा, और लगन बहुत मायने रखती है, क्योंकि यदि कार्यप्रणाली में से इन तत्वों हटा दिया जाए तो बाकी रह जाएगा केवल एक अपूर्ण उद्देश्य और कभी सार्थक नहीं हो पाएगी जन सेवा की वो भावना, जो कि आधार है, हमारी भारतीय रेल का। इसलिए सतर्कता विभाग निगरानी करता है कि कोई हमारे परिवार का सदस्य इस भावना से भटक तो नहीं रहा पर ये जिम्मेदारी सिर्फ एक विभाग की नहीं बल्कि सतर्कता हमारी साझा जिम्मेदारी है।

साझा जिम्मेदारी का अर्थ है कि भारतीय रेल के हर सदस्य का इसकी सुरक्षा, अखंडता

और नैतिक मानकों को बनाए रखने के लिए सतर्क, सजग और सक्रिय रहना। केवल कुछ चुनिंदा लोगों जैसे हमारे अधिकारी, पर्यवेक्षक, सतर्कता विभाग का काम नहीं है, बल्कि यह एक कर्तव्य है जिसमें प्रत्येक रेल कर्मचारी, उनके संगठन और भारतीय रेल से जुड़े प्रत्येक व्यक्ति को भाग लेना चाहिए।

जब सतर्कता साझा की जाती है, तो यह एक शक्तिशाली बहुआयामी प्रभाव बनाता है, जो एक मजबूत निवारक और एक विश्वसनीय सुरक्षा जाल के रूप में कार्य करता है, जब अधिक आँखें और अधिक कान कार्यप्रणालियों की सतर्कता से निगरानी करते हैं, तो कोई भी कोना खाली नहीं रहता, ऐसा कोई क्षेत्र शेष नहीं रहता, जहां हमारी नजर न हो और कुछ भी अनसुना नहीं रह पाता। समस्या शीघ्र संज्ञान में आती है, और सुधार की गुंजाइश होती है। जब हर कोई सतर्क रहता है, तो यह हमारे रेल परिवार के मूल ढांचे में अखंडता, सुरक्षा और जवाबदेही की संस्कृति को समाहित करता है।

आखिर जब जंगल में भी एक जुटता और सांझापन है, तो हम क्यू नहीं कर सकते सब साझा, उनके पास तो कुछ भी लिखा पढ़ा नहीं है, हमारे पास है। एक गौरवशाली इतिहास, एक विशाल कर्मयोगियों की सेना, एक आचरण नियमावली बस उसको अपनाने की बात है, और यह देखना है कि कोई भटक तो नहीं रहा।

GUIDELINES FOR LODGING PIDPI COMPLAINT

(Public Interest Disclosure and Protection of Informer)

1. The PIDPI complaint should be in a closed/secured envelope and should be addressed to Secretary, Central Vigilance Commission. The envelope should clearly be inscribed with " Complaint under the Public Interest Disclosure" or "PIDPI"
2. The PIDPI complainant should give his/her name and address in the beginning or end of complaint or in an attached letter. The name and address should NOT be mentioned on the envelope.
3. Only complaints pertaining to employees of the Central Government or of any corporation established by or under any Central Act, Government companies, societies or local authorities owned or controlled by the Central Government fall under the jurisdiction of the Commission. Personnel employed by the State Governments and activities of the Government s or its Corporations etc. will not come under the purview of the Commission.
4. Complaints should be sent via post only. Complaints received through emails. Complaint Management Portal or any other electronic medium will not be entertained.
5. In order to protect identity of the person, the Commission will not issue any acknowledgment and the whistle-blowers are advised not to enter into any further correspondence with the Commission in their own interest. The Commission assures that, subject to the facts of the case being verifiable; it will take the necessary action, as provided under the Government of India Resolution mentioned above.
6. The complaints should have vigilance angle and should not be for grievance redressal.
7. PIDPI complaints should not include details that identify the complainant. If the inclusion of such details is an avoidable then a normal complaint may be lodged in the CVC portal.
8. Previous circulars and letters on PIDPI are available on the website of the Commission and may be referred to for further details.



जहां पवित्रता है,
वही निर्भयता है।

महात्मा गांधी

आपका सपना सच हो इससे ,
पहले आपको सपना देखना है।

डॉ. होमी भाभा



HOW TO LODGE COMPLAINT

Complaint can be lodged to Vigilance branch, West Central Railway, Jabalpur on the matter relating to corruption in West Central Railway by way of the following ways:

1. By post, addressing the letter directly to following address-
Sr. Dy. General Manager & Chief Vigilance Officer, Office of the General Manager,
West Central Railway, Jabalpur (M.P.)-482001
Fax No.:0761-2677077, 0761-2677716
2. By giving complaint personally in Dispatch & Receipt Section of Vigilance Branch
- 3- By dropping Complaint in '**Complaint Drop Box**' in Vigilance Branch.

Complaint should give specific facts of the matter relating to corruption. Please write your name, mobile/telephone no. if any, postal address and affix your signature to get your complaint considered.

4. Through email* on the following email address-
sdgm@wcr.railnet.gov.in

Note- Complaints sent on above mentioned e-mail ID will be entertained or taken cognizance only, if a signed complaint containing verifiable allegations, involving prima facie vigilance angle, is conveyed via enclosures of e-mail. On the other hand, if allegations are plainly exchanged in the main body of an e-mail without any signed enclosures, such complaints shall not be given cognizance and will be simply filed.)

5. **PIDPI**

For keeping your identity secret, please file complaint only to Central Vigilance Commission under Public interest Disclosure and Protection of Informer (PIDPI) in a secured/closed envelope, duly superscribed "Complaint under the Public Interest Disclosure" on the address:-
Satarkta Bhawan, GPO Complex, Block-A, INA, New Delhi- 110023