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# HOWRAH STATION and BRIDGE



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**Contemporary City Institute**

**HOWRAH STATION - HOWRAH BRIDGE**



# HOWRAH STATION & HOWRAH BRIDGE

the book

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# HOWRAH STATION HOWRAH BRIDGE

Kolkata 2008

DRAFT  
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1

# The Gateway to Kolkata



Howrah Station and Howrah Bridge  
View from behind





## **1.1. Howrah Station**

### **History**

Railway Development

Industrial Development

Present Impressions

Important Stations around Kolkata



Zero Mile plaque  
Reference to the land acquisition undertaken by East India Railway



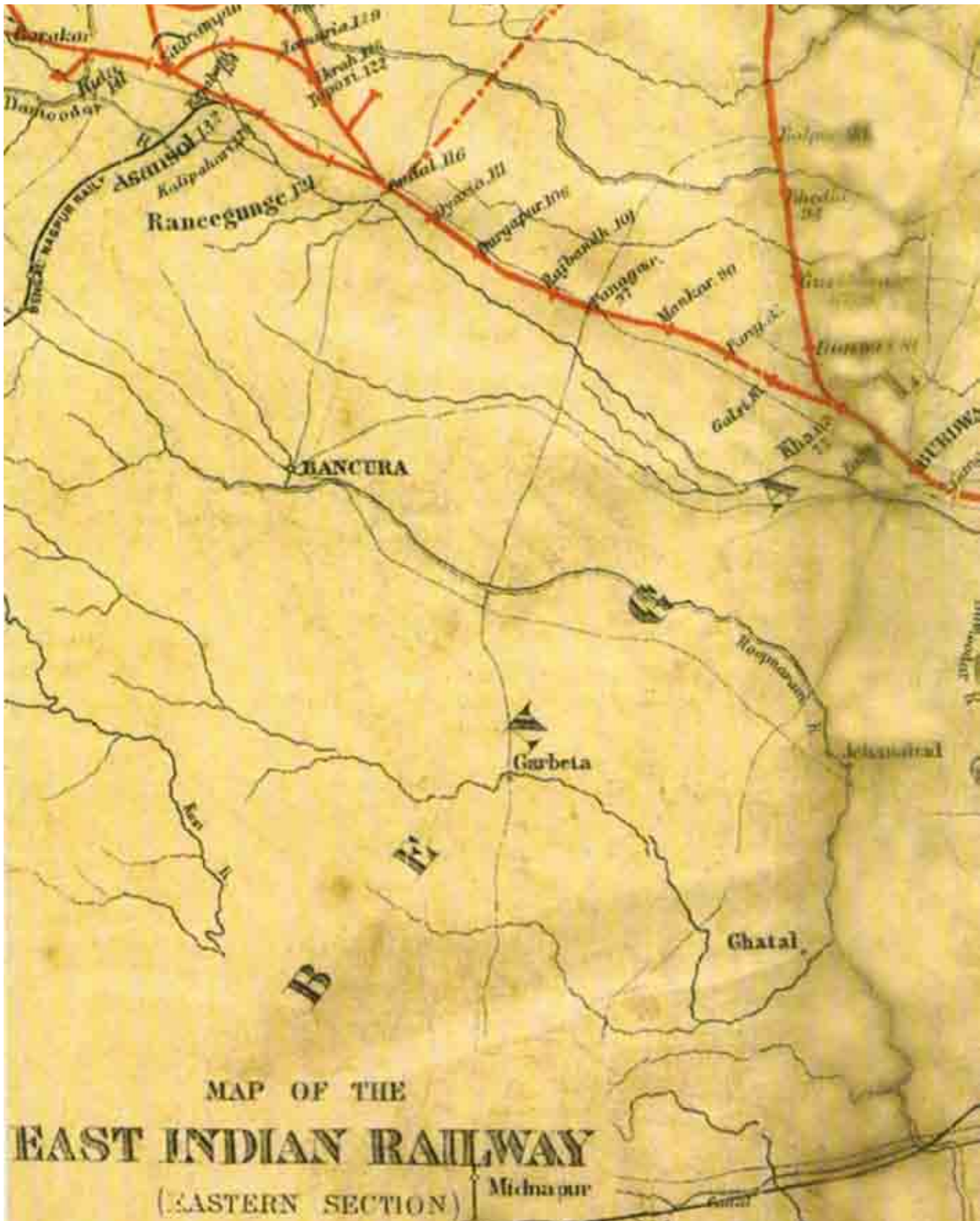
Wash of Howrah orphanage  
On the place where Howrah Station will grow till nowadays

## History

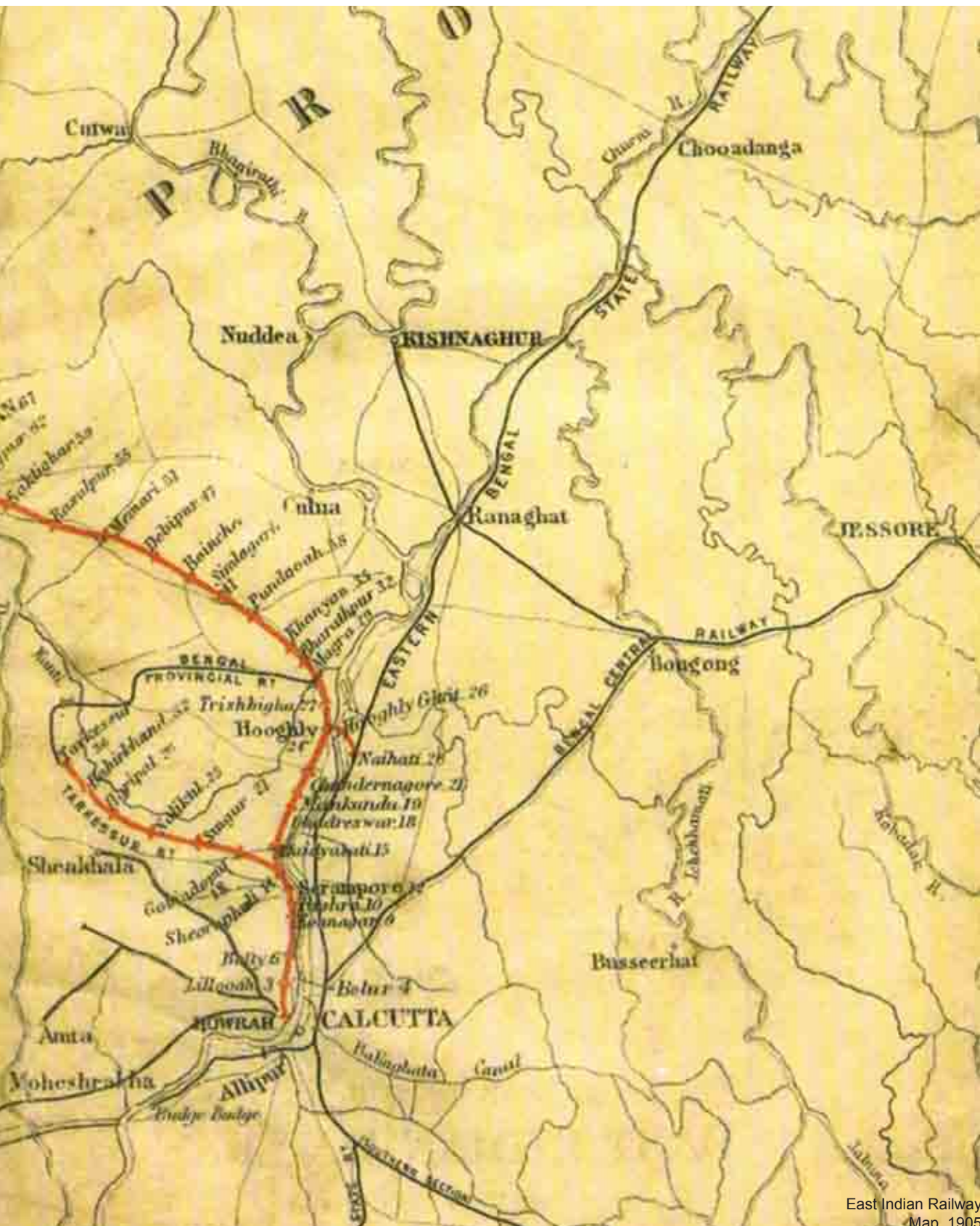
In 1854, a railway link was constructed from the British from Howrah to the coalfields in Bardhaman. It was the second railway link in India after the first one laid only one year before from Mumbai to Thaney. Howrah was just besides the Hooghly River in proximity to Kolkata, the then capital of India. And Howrah at that time had started to be the industrial centre of the country, what was another main reason for its positioning. Thus, the first station building was meant for goods only.

In 1901, as traffic was still increasing, started the construction of a new station building. At this time, it had definitely also as objective to serve as a link with the public transport system.

The British engineer Hasley Ricardo was charged with the design of a new sparkling Station for the British's Indian capital Kolkata. It started in 1901 and carried on until 1911. After its creation, drawn from far away London, there have been several extensions and its main part is still today fully in use.







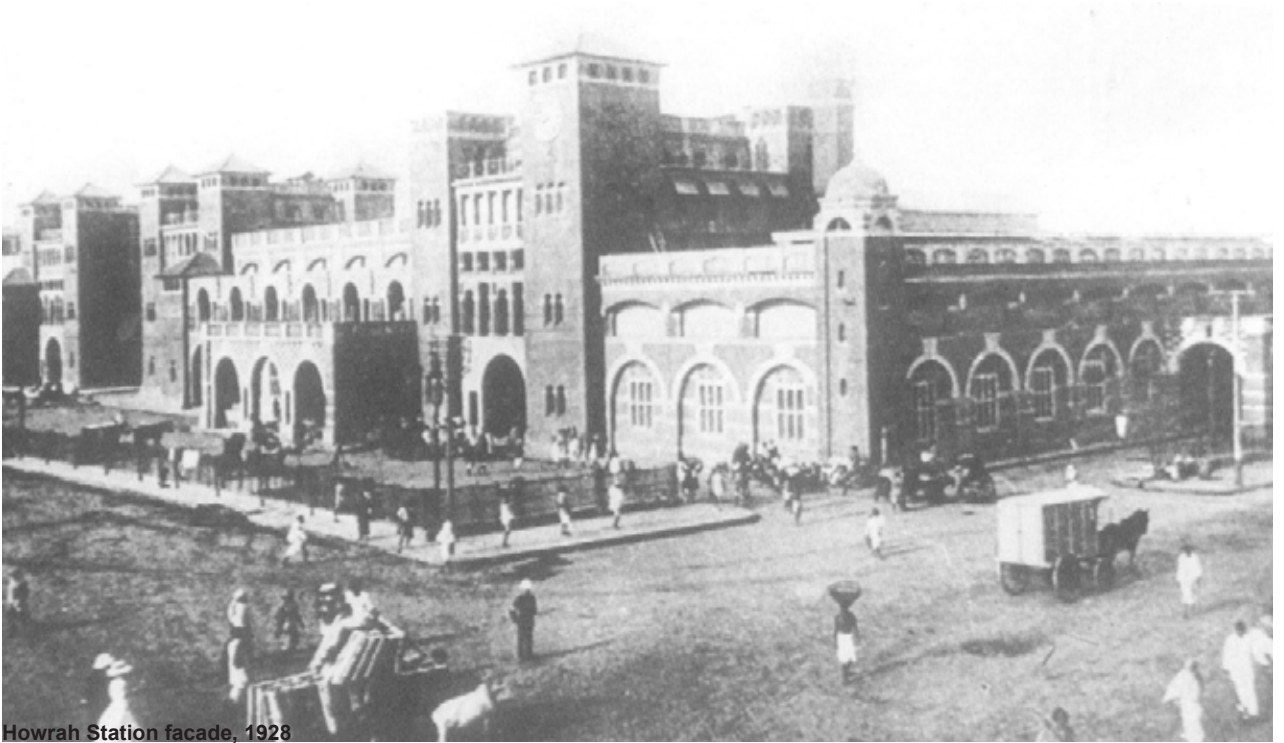
East Indian Railway  
Map, 1905



Howrah Station  
Architectural drawings designed by Halsey Ricardo



Architect Halsey Ricardo  
Portrait, 1900



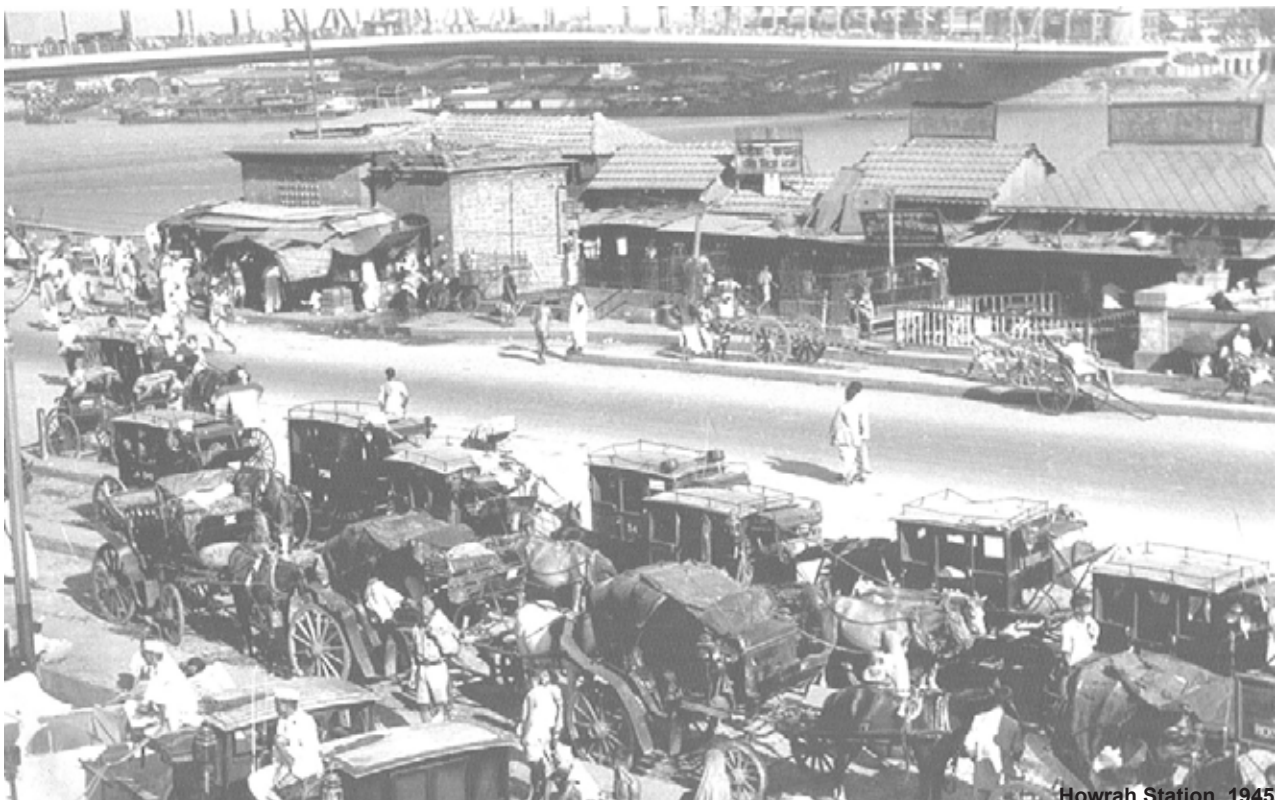
Howrah Station facade, 1928



Howrah Station platforms, 1928



Howrah Station, 1945



Howrah Station, 1945



## **1.1. Howrah Station**

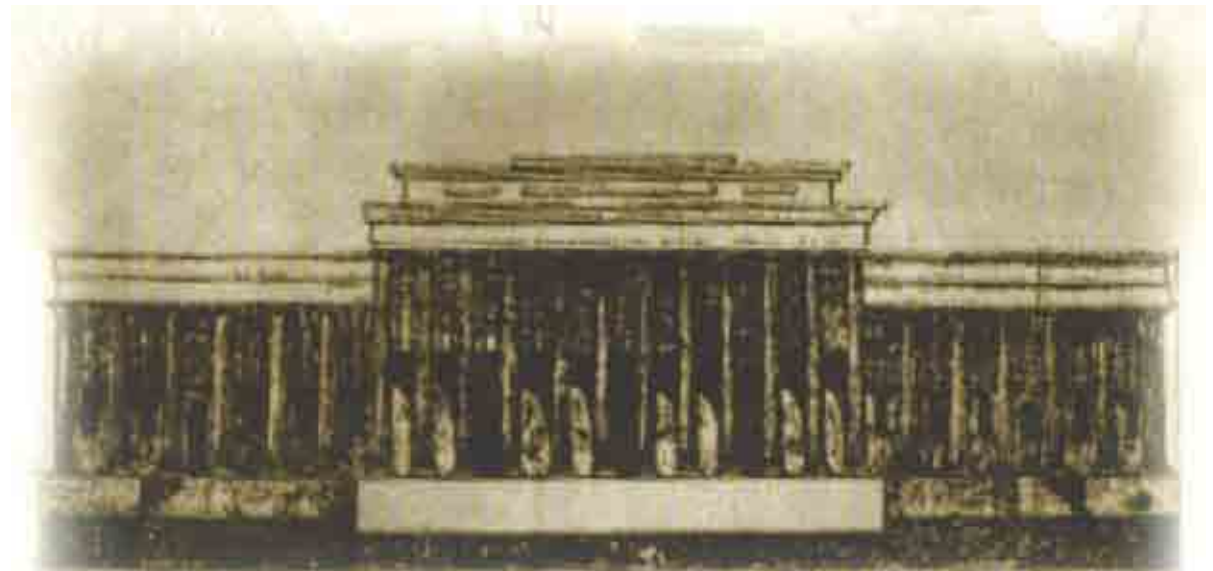
History

**Railway Development**

Industrial Development

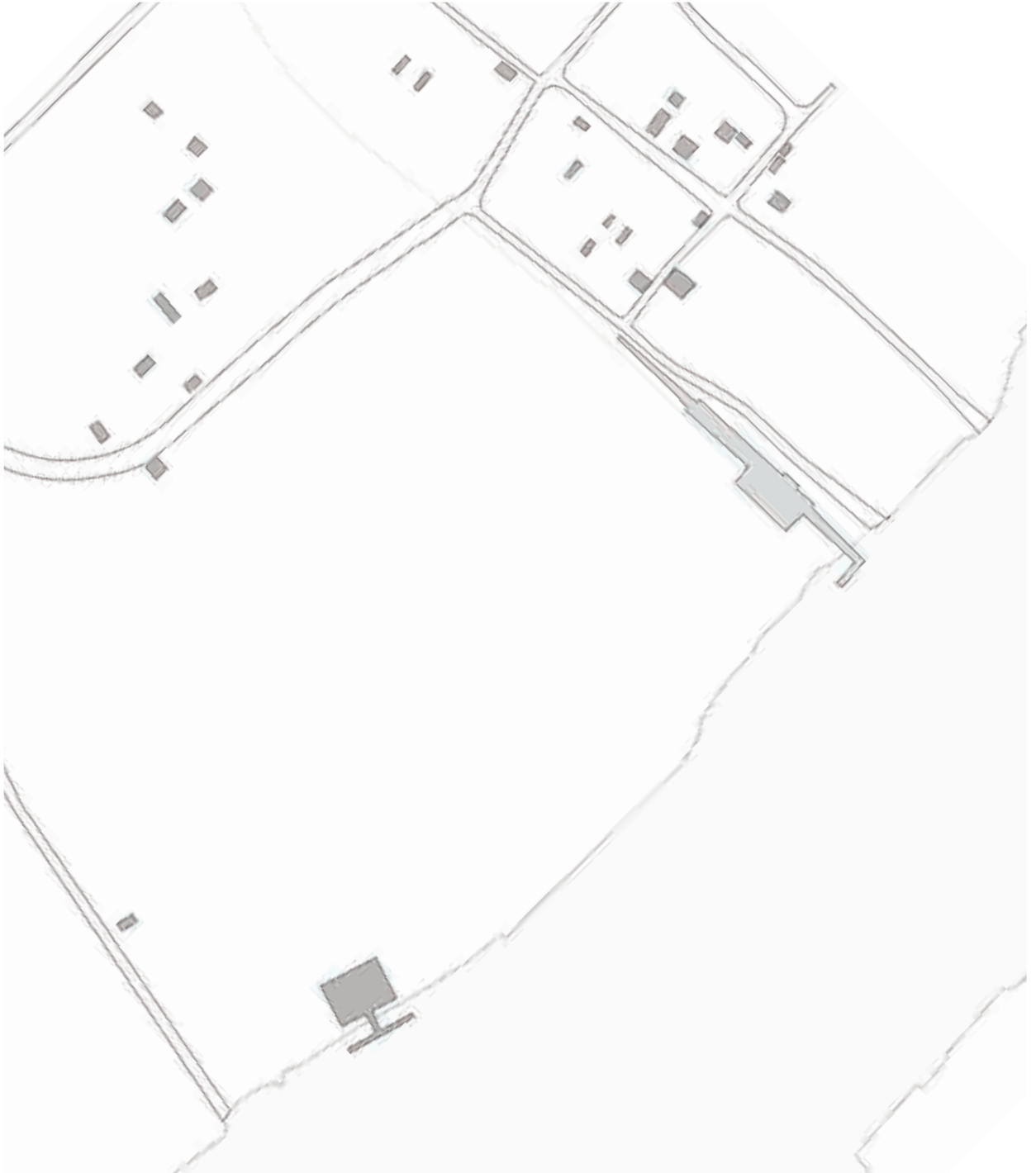
Present Impressions

Important Stations around Kolkata



Old Howrah Station facade, 1855  
As it was depicted in Kalidas Moitra's book





Indian, West Bengal and Howrah Station  
Map, around 1854





Indian, West Bengal and Howrah Station  
Map, around 1900



Howrah Station, 2008



Indian, West Bengal and Howrah Station  
Map, today



## **1.1. Howrah Station**

History

Railway Development

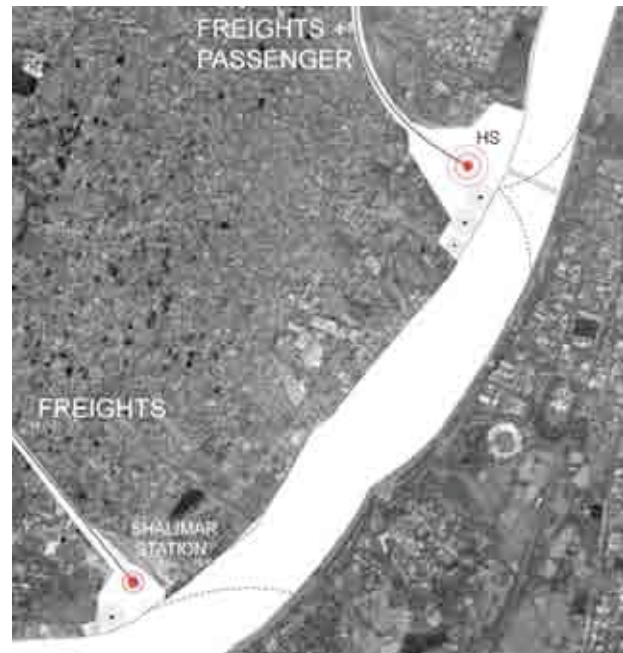
**Industrial Development**

Present Impressions

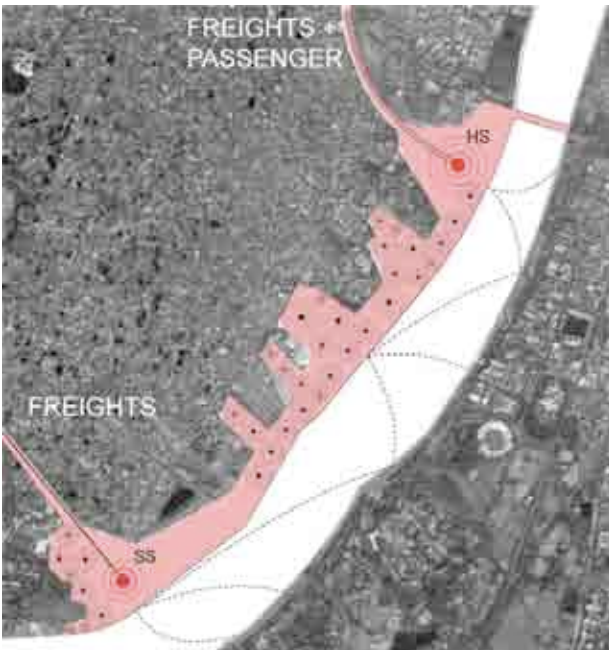
Important Stations around Kolkata



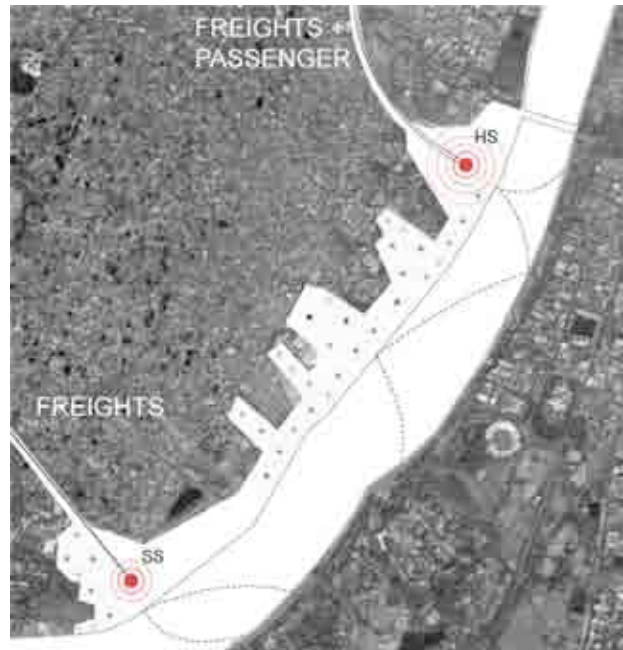
1854



1910



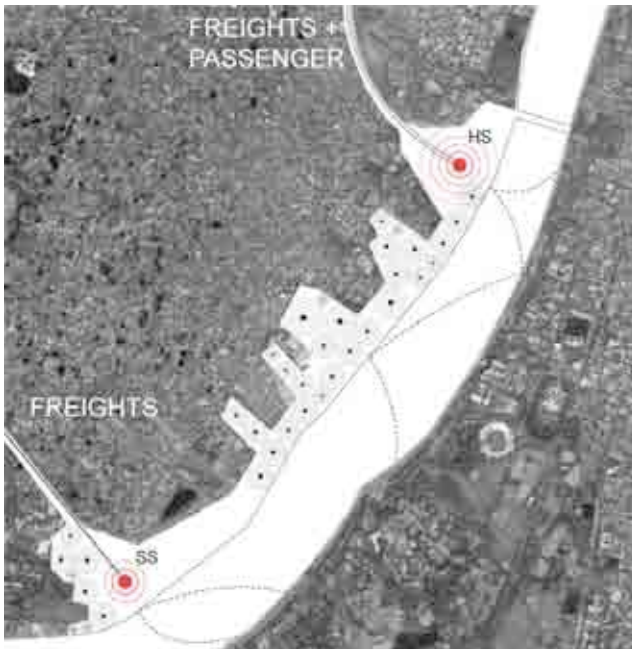
1950



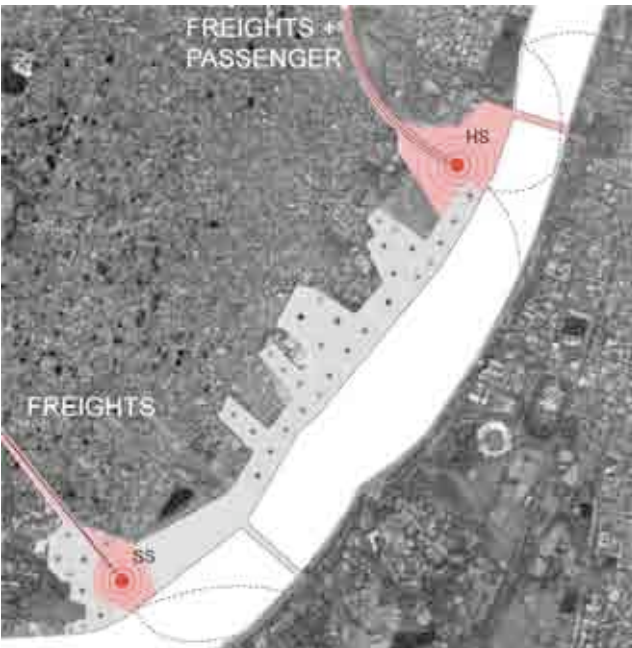
1990

Howrah's schematic industrial development





1950



2008

## Industrial Development - Steps

1854

- Howrah Station started as a goods terminal; freights were transferred to Kolkata side through boats.

Hence Howrah's side took advantage from the station's nearness for the industrial development.

1910

- Howrah Station was enlarged, working both with goods and passengers.

-Pontoon was the first bridge constructed to connect the two settlements.

Also Shalimar Station started operating near the growing industrial settlements

Thanks to the infrastructures and to the river Howrah became one of the first industrial clusters in British India

-The main sectors were paper, jute and metal.

1950

- Both stations were enlarged, bigger freights traffic thanks to Howrah Bridge opening.

-The ship's routes risen, letting Howrah becoming the largest foundry cluster in the country.

-The metal production was the leading sector being Railways its largest purchaser (huge need of pig-iron and steel to build rails and structures) and also providing the steel for Howrah Bridge.

1990

- Due to manifold aspects the industrial cluster lost its predominance and power; the main had been:

-the price hike

-the poor quality of raw materials

-Railways started procuring metal from other parts of India (Orissa)

2008

- Polymers have replaced certain railways components, earlier made of cast-iron.

-The industries have been obligated installing antipollution devices, being the foundry cluster one of the worst polluters of the city.

- As a consequence the industrial area in between the two stations became abandoned and inactive, making Howrah Station and Shalimar isolated in their relation with the coastline.



**Ex-paper factory**  
Beside Howrah Station, internal view



**Ex-paper factory**  
Beside Howrah Station, external view



**Abandoned**  
Today's situation for the whole area







Reminisces of Industrial Times



## **1.1. Howrah Station**

History

Railway Development

Industrial Development

**Present Impressions**

Important Stations around Kolkata



**Howrah Station facade**  
View from Howrah Bridge







**Howrah Station Back**  
View from Howrah





**Howrah Station Complex**  
Bridge, bus terminal and the station complex





Howrah Station facade  
View from the cab lane





Howrah Station main deposit  
View from front and back







**Howrah Station's cab roads**

View of the old one from back and the new one from the front-entrance






Over

1.300.000

passengers travel daily through Howrah Station  
generating huge amount of pedestrian and  
public traffic everyday.

A photograph of a crowded subway station platform. The scene is dimly lit, with people packed closely together. In the foreground, a person is seen from behind, looking towards the platform. The background shows the station's architecture, including a curved wall on the left and a platform edge on the right. Overlaid on the image are three large white numbers with their respective units and descriptions in a smaller font below them.

**180.000**  
people during rush hours passing  
through the station

**37.500**  
m<sup>2</sup> covered area

**4.8**  
people/m<sup>2</sup>



278.570.000 .CHF

Eastern Railway passengers turnover (07/08)

28.132.000.000 .CHF

Arcelor Mittal turnover (07/08) - World's leading steel company

69.640.000 CHF

Howrah Division passengers turnover (07/08)

2 .CHF

Ticket price for 250 km in second class

58 .CHF

Ticket price for 250 km in second class - Switzerland

7 .CHF

Ticket price for 250 km in first class

98 .CHF

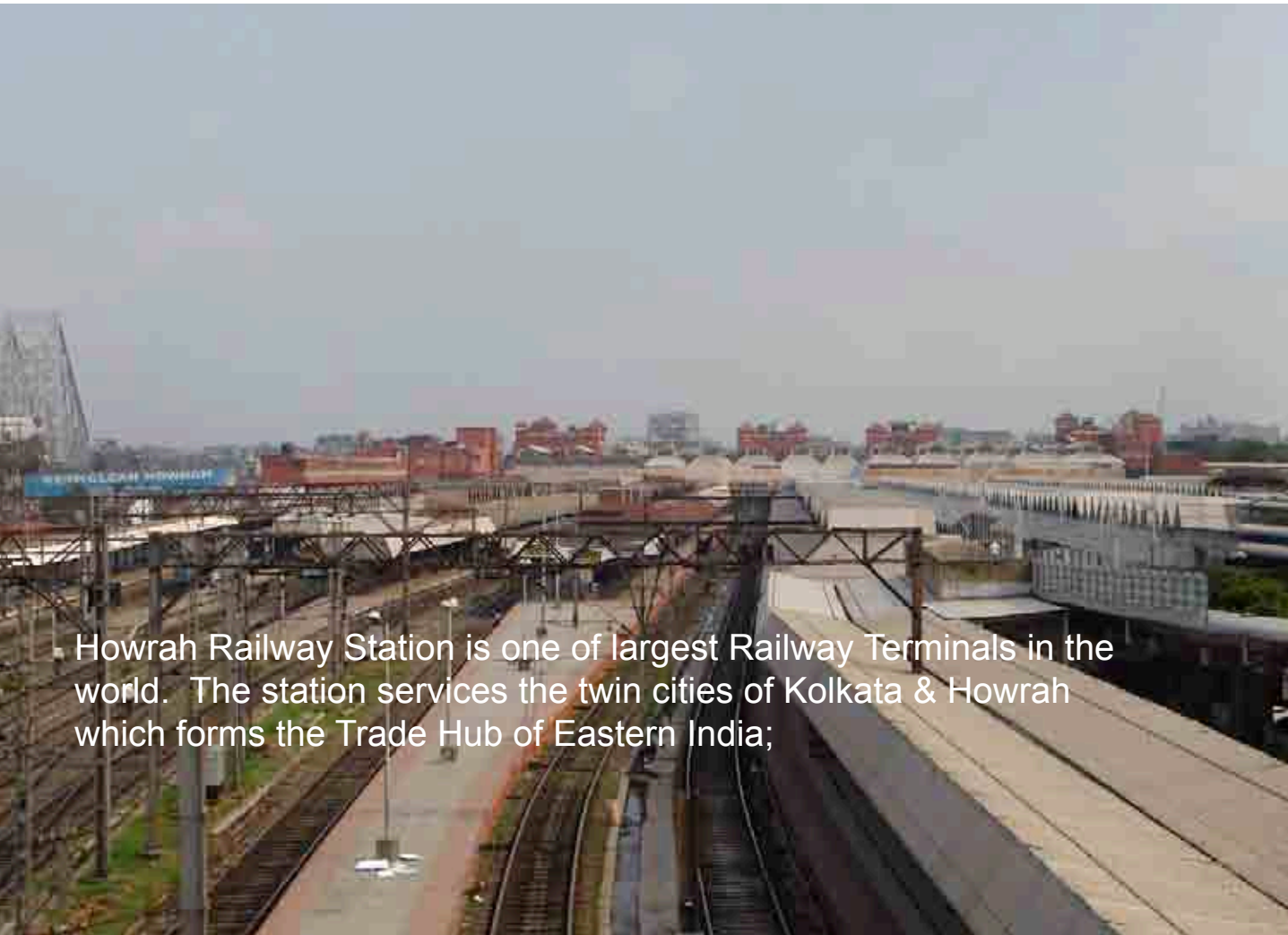
Ticket price for 250 km in first class - Switzerland



530.600.000 .CHF  
Eastern Railway freights turnover (07/08)

132.650.000 .CHF  
Howrah Division freights turnover (07/08)

29 .CHF  
rate/tonne



Howrah Railway Station is one of largest Railway Terminals in the world. The station services the twin cities of Kolkata & Howrah which forms the Trade Hub of Eastern India;

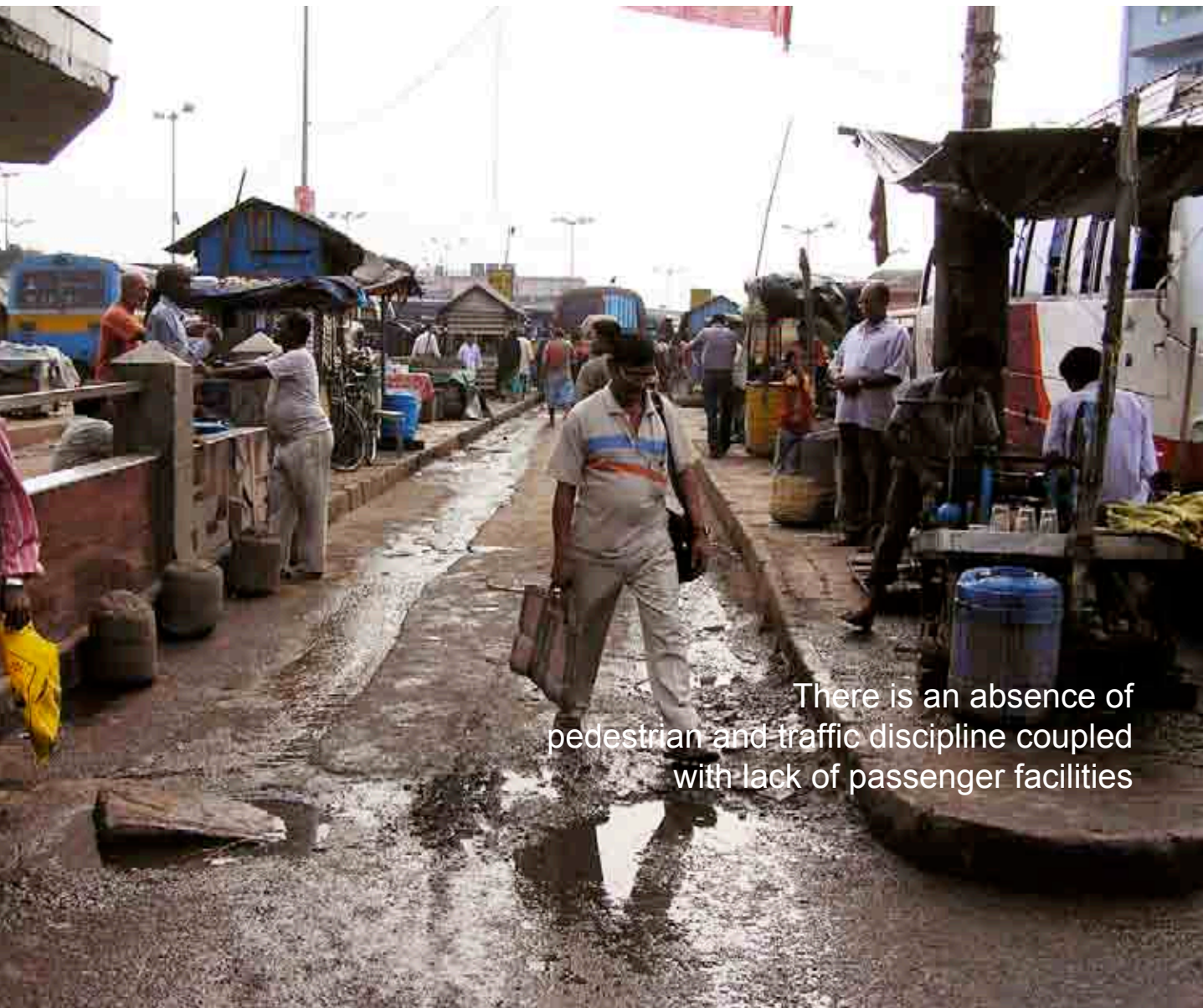




“The existing Bus Terminus situated in this busy space, at the north of Howrah Station Building acts as the main hub for inter-modal transfer (from trains to public vehicles and to surface water transport system) for passengers, commuters and goods.”



“The area in and around the existing Bus Terminus is highly congested and also in an unhygienic condition. There is also a lack of basic services to the commuters. This causes great hardship to the users of the station.”



There is an absence of pedestrian and traffic discipline coupled with lack of passenger facilities



Howrah Station cab lane  
View from the station's balcony



“The area around Howrah station is extremely limited and largely unplanned.”



Howrah Station  
Morning's traffic







## **1.1. Howrah Station**

History  
Railway Development  
Industrial Development  
Present Impressions  
**Important Stations around Kolkata**



Howrah Station



Shalimar Station



Chitpur Station



Sealdah Station



414.700 m<sup>2</sup>

Area

1.300.000

Passenger daily

591

Trains daily

23

Tracks

Howrah Station

0 m 200 m



81.700 m<sup>2</sup>

Area

340.000

Passenger daily

2.915

Trains daily

26

Tracks

Zürich Main Station





Sealdah Station  
Facade



Chitpur-Kolkata Station  
Facade



Shalimar Station  
View from Howrah's entrance



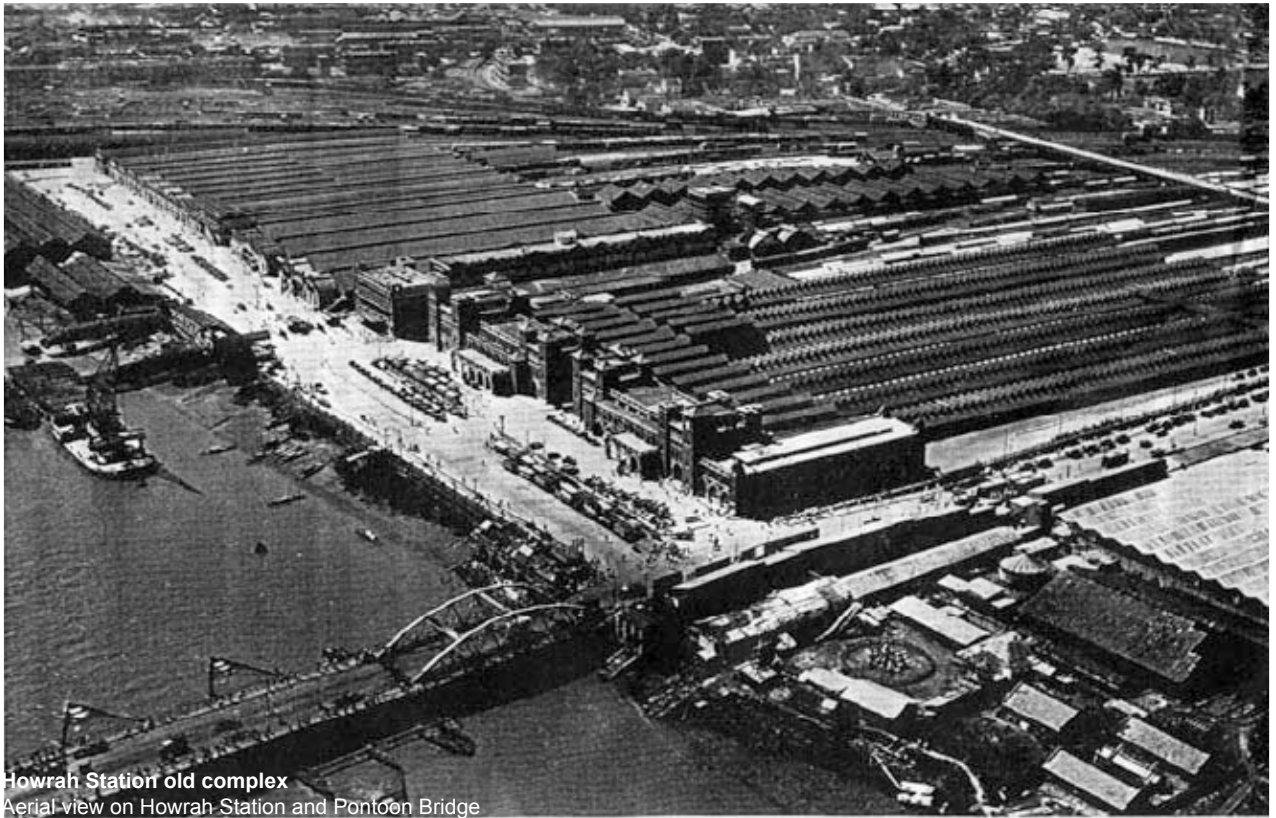




## 1.2. Howrah Bridge

History

Present Impressions



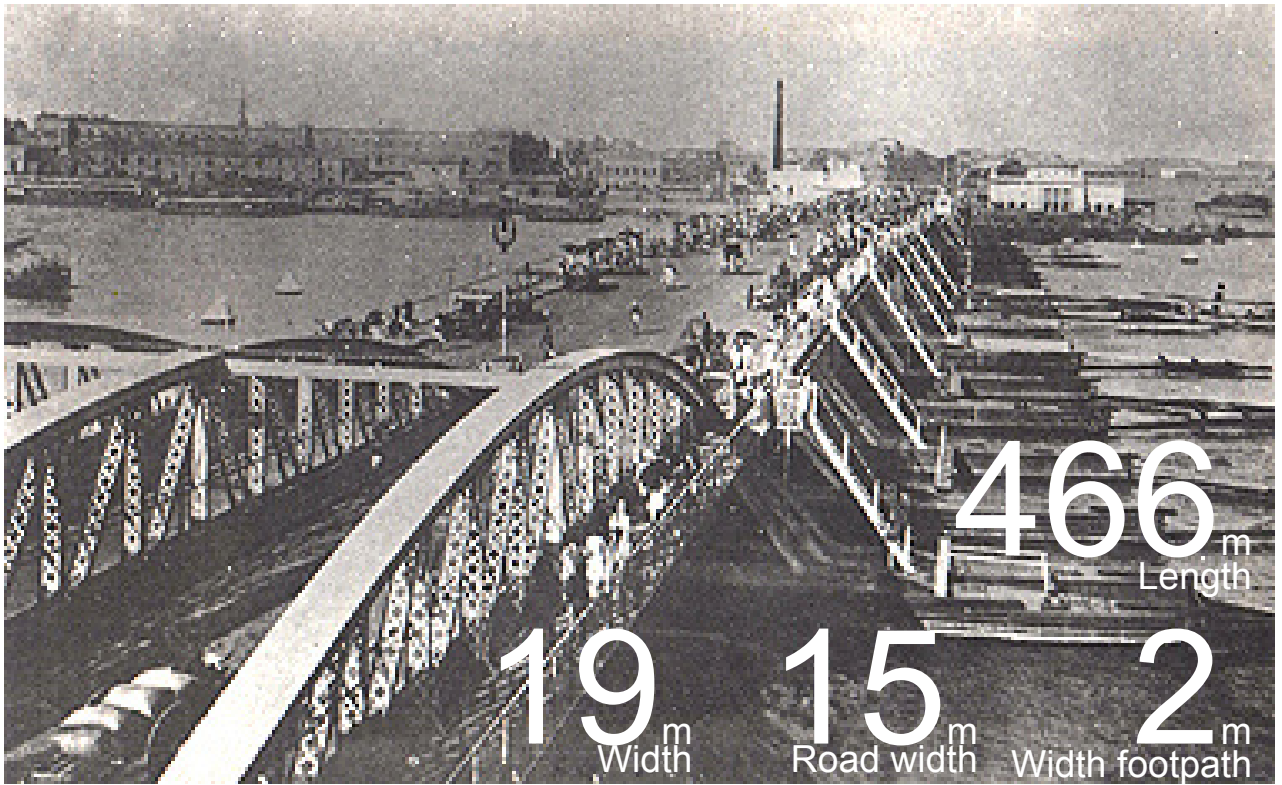
Howrah Station old complex  
Aerial view on Howrah Station and Pontoon Bridge



Howrah Bridge  
During the construction



Pontoon Bridge  
View from Kolkata side



When Kolkata had grown up to the most important cultural centre of India and in parallel Howrah to its biggest economic one, there was finally fallen the decision to bridge the separating Hooghly River.

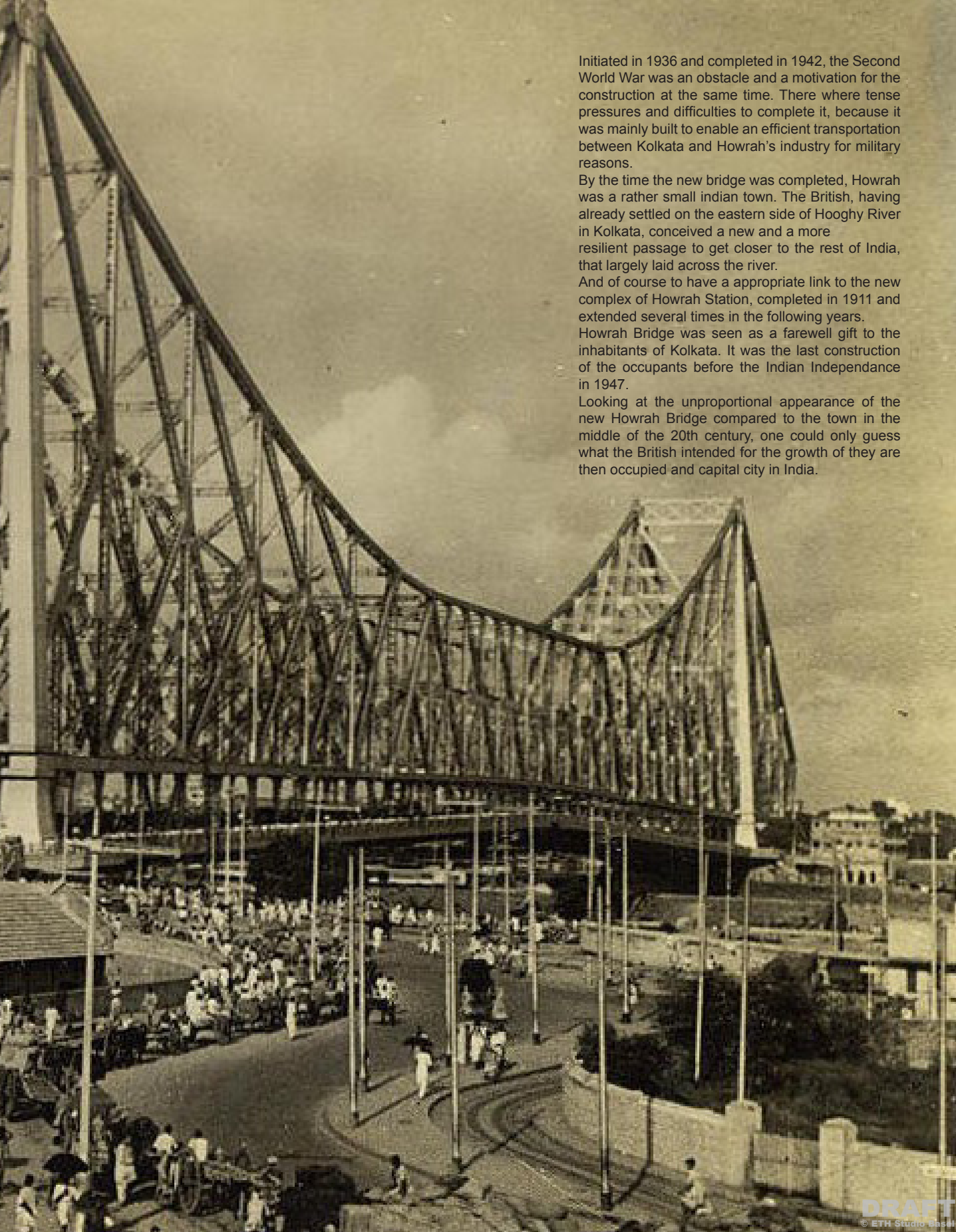
The first direct connection between the Twin Cities Kolkata and Howrah has been a Pontoon Bridge designed by Sir Bradford Leslie in 1874 - almost at the same time as the establishment of the Port of Kolkata (1870). It was built using timber on pontoon and it could be opened to let the river traffic through.

70 years later, the old Floating Bridge was decommissioned when the new Howrah Bridge got into exertion.

**Pontoon Bridge**  
View from Kolkata side



Howrah Bridge



Initiated in 1936 and completed in 1942, the Second World War was an obstacle and a motivation for the construction at the same time. There were tense pressures and difficulties to complete it, because it was mainly built to enable an efficient transportation between Kolkata and Howrah's industry for military reasons.

By the time the new bridge was completed, Howrah was a rather small Indian town. The British, having already settled on the eastern side of Hooghly River in Kolkata, conceived a new and a more resilient passage to get closer to the rest of India, that largely laid across the river.

And of course to have an appropriate link to the new complex of Howrah Station, completed in 1911 and extended several times in the following years.

Howrah Bridge was seen as a farewell gift to the inhabitants of Kolkata. It was the last construction of the occupants before the Indian Independence in 1947.

Looking at the unproportional appearance of the new Howrah Bridge compared to the town in the middle of the 20th century, one could only guess what the British intended for the growth of they are then occupied and capital city in India.



## 1.2. Howrah Bridge

History

Present Impressions

Recently, in 1992, the Vidyasagar Setu ("Second Howrah Bridge"), was built connecting more southwards Kolkata with the Shalimar Station on the Howrah side of the Hooghly River. But still, the first Howrah Bridge acts as the needle eye between Kolkata and Howrah Station and is India's biggest and busiest bridge and the longest single span in the world.

Besides the transport by ferries, it is the most direct way from Howrah Station to Kolkata. This is one of the the reasons why 150.000 vehicles and over 4.000.000 passengers are passing it every day.

Right after the bridge's opening, one had to pay a small toll for passing the bridge, also as a pedestrian. Later, the Port Commissioners could support the bridge by their own revenues and by levied charges from the Railway terminal.

already in 1946, with its 27.400 vehicles, 121.100 passengers and 3.000 cattles it was 20% busier in vehicle traffic as the London Bridge in the same period. Initially, tramways where also conducted on the bridge. Today, the traces on the bridge aren't visible anymore.

"All these years, it has withstood the unprecedented changes in the mode of transportation and traffic density and silently borne the ravages of time. Yet it has successfully stood the test, remaining as functional and reliable as ever."

<http://www.howrahbridgekolkata.nic.in/>

Eventual repair works are observed and payed by the Rabindra Setu division under the department of Civil Engineering of Kolkata port Trust who is the custodian and therefore the responsible of the bridge.

Recently there have been restorations of ceased bearings at towers and mechanization of underslung trolleys.

Other problems occuring are the continuous collection of birds excreta that cause prolonged chemical reactions.

"The Kolkata port Trust through its Rabindra Setu division serving Kolkata and the nation by properly maintaining this bridge through continuous monitoring satisfying all the safety aspects, in addition to its normal Port activities. The Rabindra Setu Division too is determined to keep this structural marvel in active condition as long as possible."

<http://www.howrahbridgekolkata.nic.in/>



Striking in its appearance, it is a real landmark with sense of identity for Kolkata. Due to its historical importance and its monumental status it got to a nostalgic symbol for the people of Kolkata.

The culture of Kolkata has also gone over the bridge: It has been the scene for several movies e.g. the Bollywood "Howrah Bridge" 1958 starring Madhubala, and Ashok Kumar. Also in poetry it has served as a creative inspiration; e.g. from Rudyard Kipling or the New Zealand poet James Baxter.

"... besides bearing the brunt of many stormy weathers of the Bay of Bengal region, it has also been stoically bearing the weight of nearly lakh of vehicles and innumerable pedestrians crossing it daily ..."





KEEP CLEAN HOWRAH

705<sub>m</sub>  
Length

5.950.000<sub>CHF</sub>  
Building cost (1927-43)

80<sub>m</sub>  
Height towers

76.000<sub>CHF</sub>  
Cost maintenance of carriage yearly

99.

31<sub>m</sub>  
Width

150.000  
Vehicles/day

5



4.5<sub>m</sub>  
Width footpath

4.000.000  
Pedestrians/day

458-99<sub>m</sub>  
Span Lengths

26.500<sub>t</sub>  
Steel utilised

5 x 25<sub>m</sub>  
Monolith holding bridge

2.200.000<sub>m<sup>2</sup></sub>  
Steel Surface

All members of the super structure comprise built-up reverted sections with a combination of high tensile and mild steel. Between towers, bridge deck hangs from panel points in the lower chord of the main trusses with a series of hangers (39 pairs). Roadway beyond the towers is supported on ground leaving anchor arm free from deck loads. Bridge deck comprises 71 ft. (21,6 m) carriageway and 15 ft. (4,6 m) footway, projecting either side of the trusses and braced by longitudinal fascia girder.



**Howrah Bridge**  
Maintenance's works



26'500 l aluminium paint once every 5 years  
in a duration of 6 month with 250 workers employed



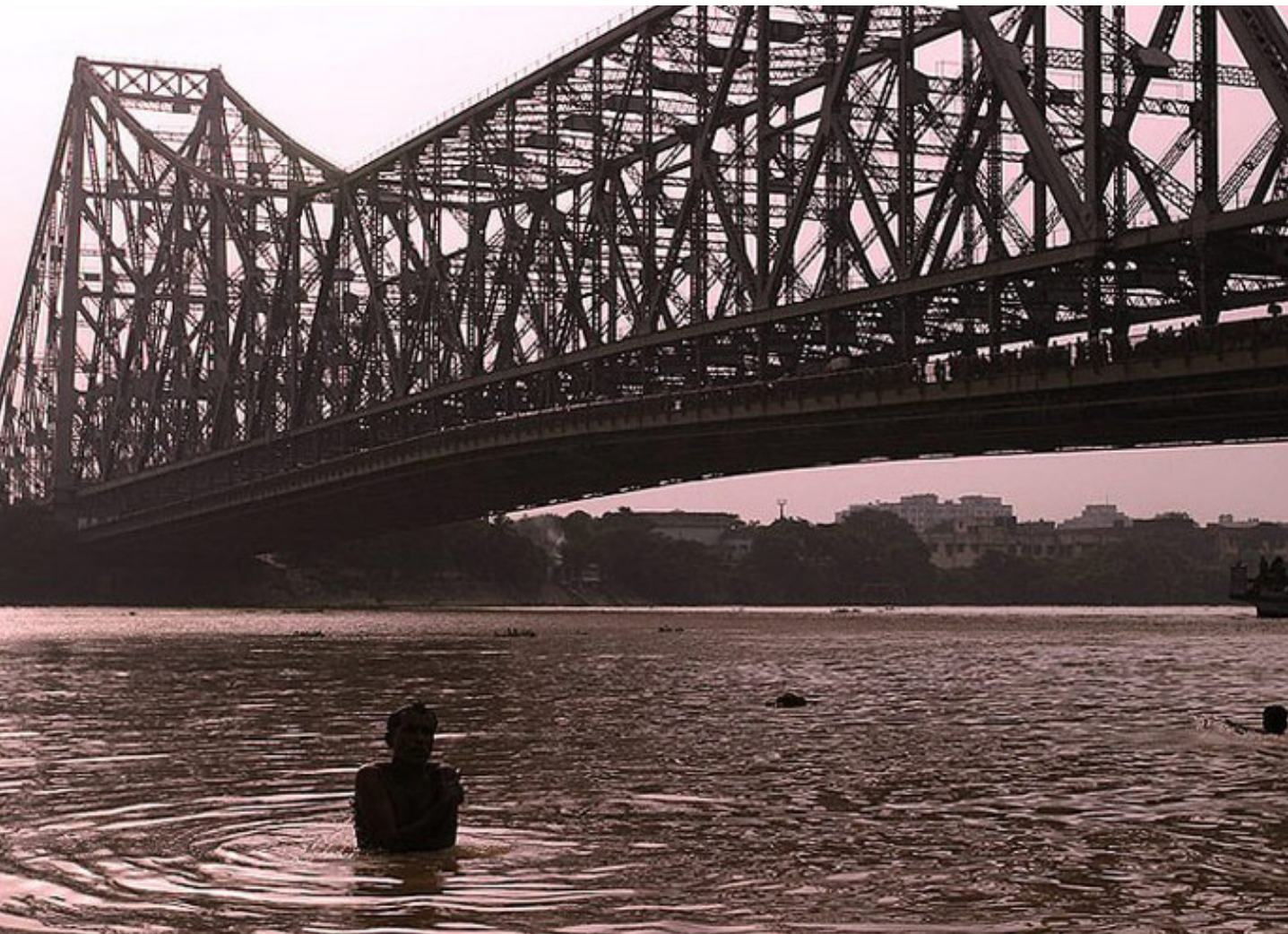
“Rabindra Setu is a suspension type balanced cantilever bridge constructed entirely by riveting, without nuts or bolts. It has a central span between centers of main towers.”











**Howrah Bridge**  
View from Kolkata side



Howrah Bridge  
Pedestrians



**FREE** GSM connection • Lifetime • talktime

कनेक्टिंग लाइफ

FREE







# 2

# Activities & Structures



## 2.1. The City within the Twin Cities

Howrah Station is a very dense complex that shows, seen as a whole, citted structures in a spacially very limited area. It functions in many aspects independant of it's surrounding, as for example in security means, traffic handling or internal social associations.

Instead of using numbers to define what is a city, Studio Basel uses 6 activities to describe it. So if a city is not defined by a quantity but by a presence of other requirements like those 6 activities, one can state, that any structure that isn't a city in a conventional meaning, can nevertheless be seen as a city.

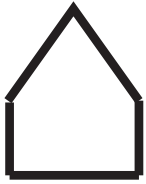
## 2.2. Activities & Structures

Having seen the dimensions of Howrah Station, the immense amount of people and goods in relation to it's spacial display, we have constated that Howrah Station is specially dense. There's a high density of people of course but also a relatively high amount of offers. How do all these offers function next to each other? How are they distributed? And specially: which structures features the station consciously and which ones dispose unintentional usage?

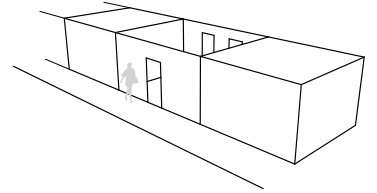
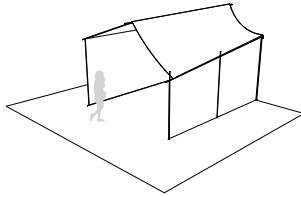
To structurise the complex of Howrah Station inside and outside we split it up and made categories, based on the 6 activities:

- Living
- Shopping
- Recreation
- Learning
- Working
- Moving

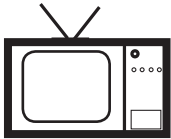
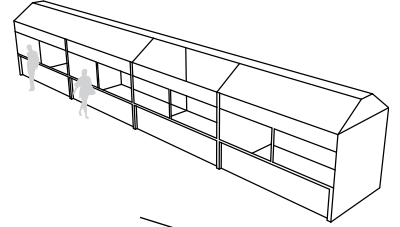
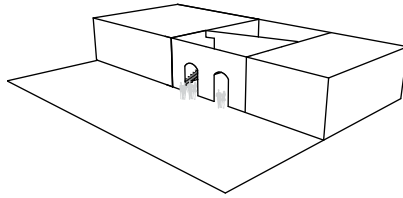
Observing people and how they make use of the station's built elements, we put together a catalogue of structures and infrastructures.



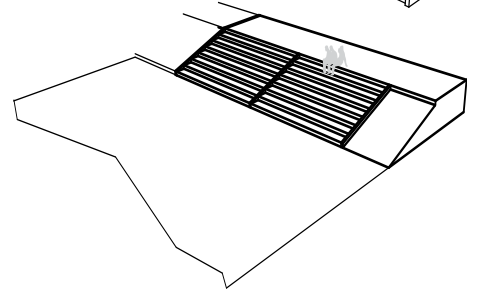
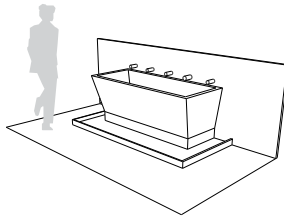
Living



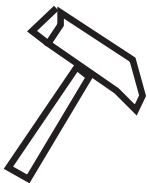
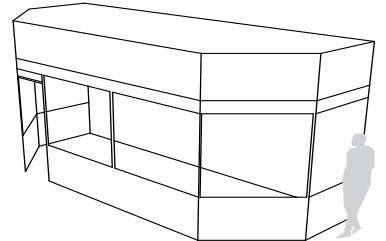
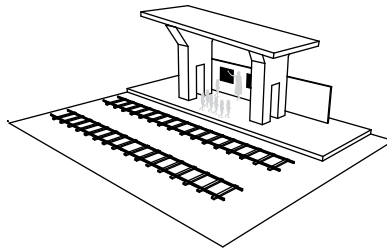
Shopping



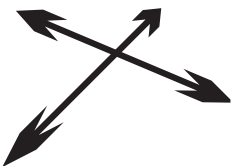
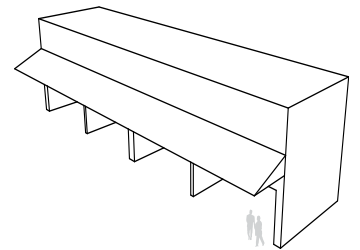
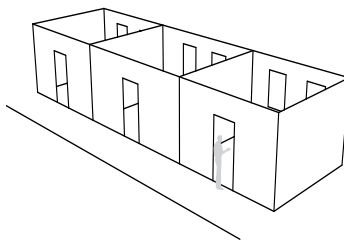
Recreation



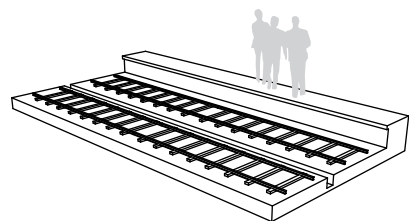
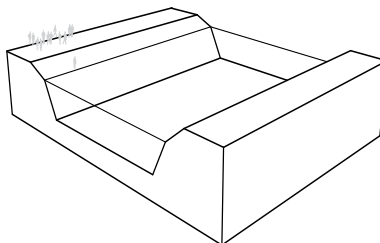
Learning

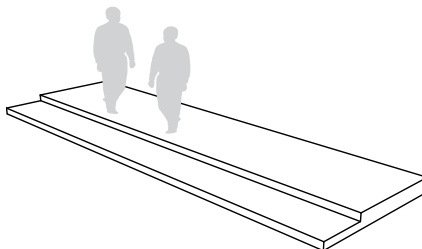
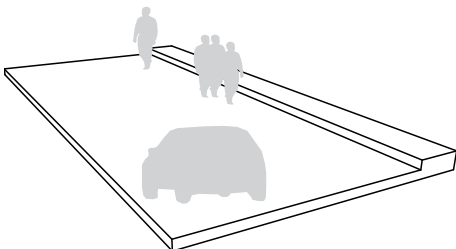
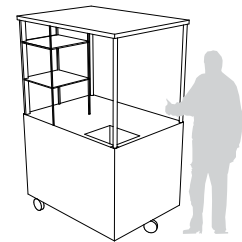
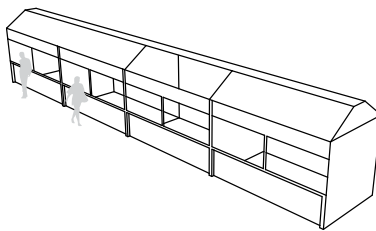
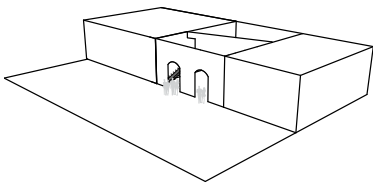
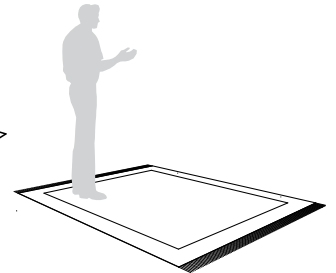
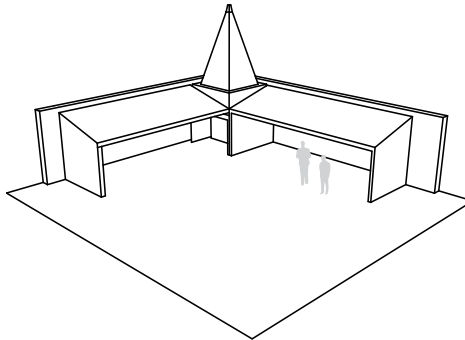
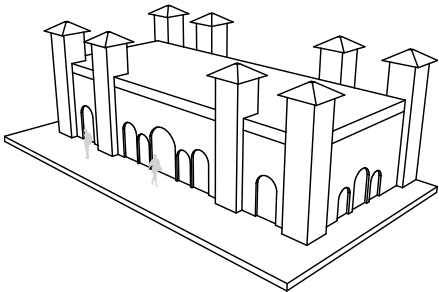
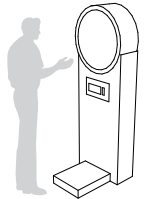
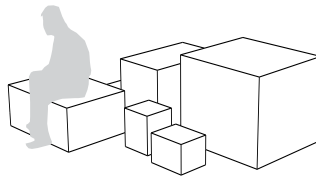
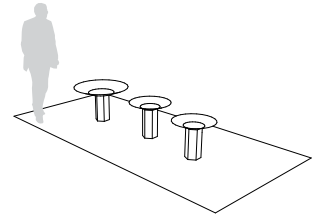
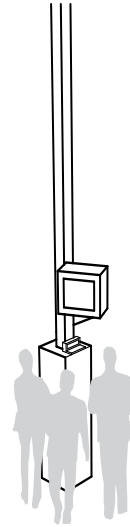
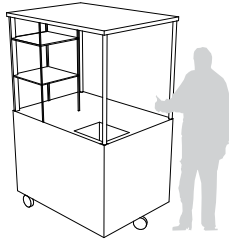
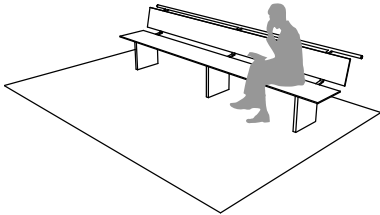
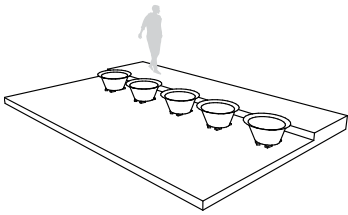
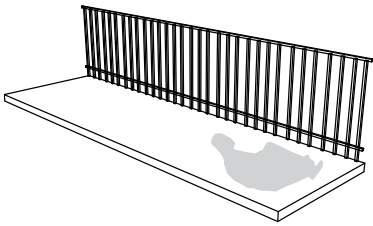


Working

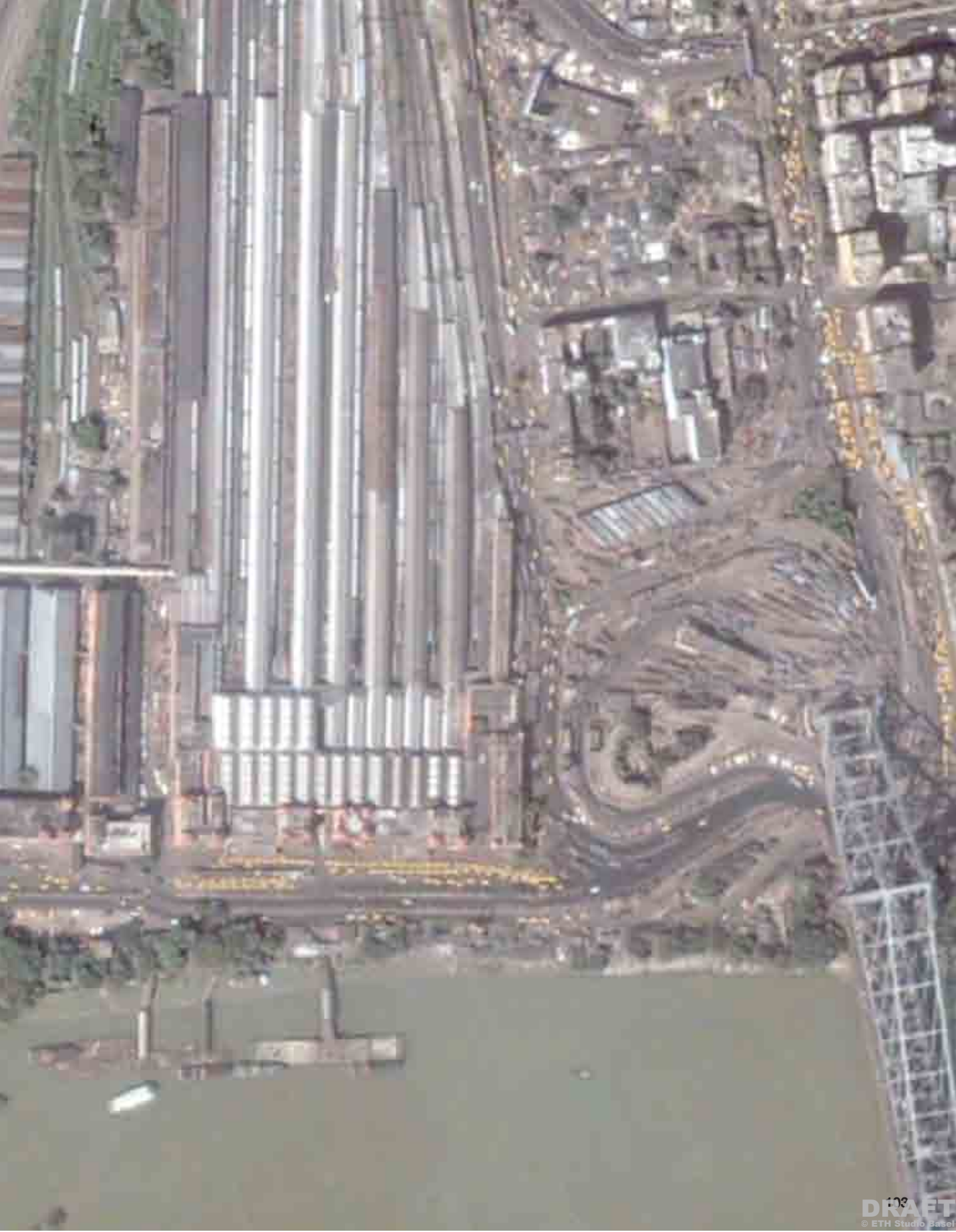


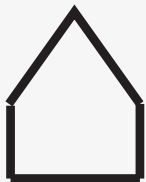
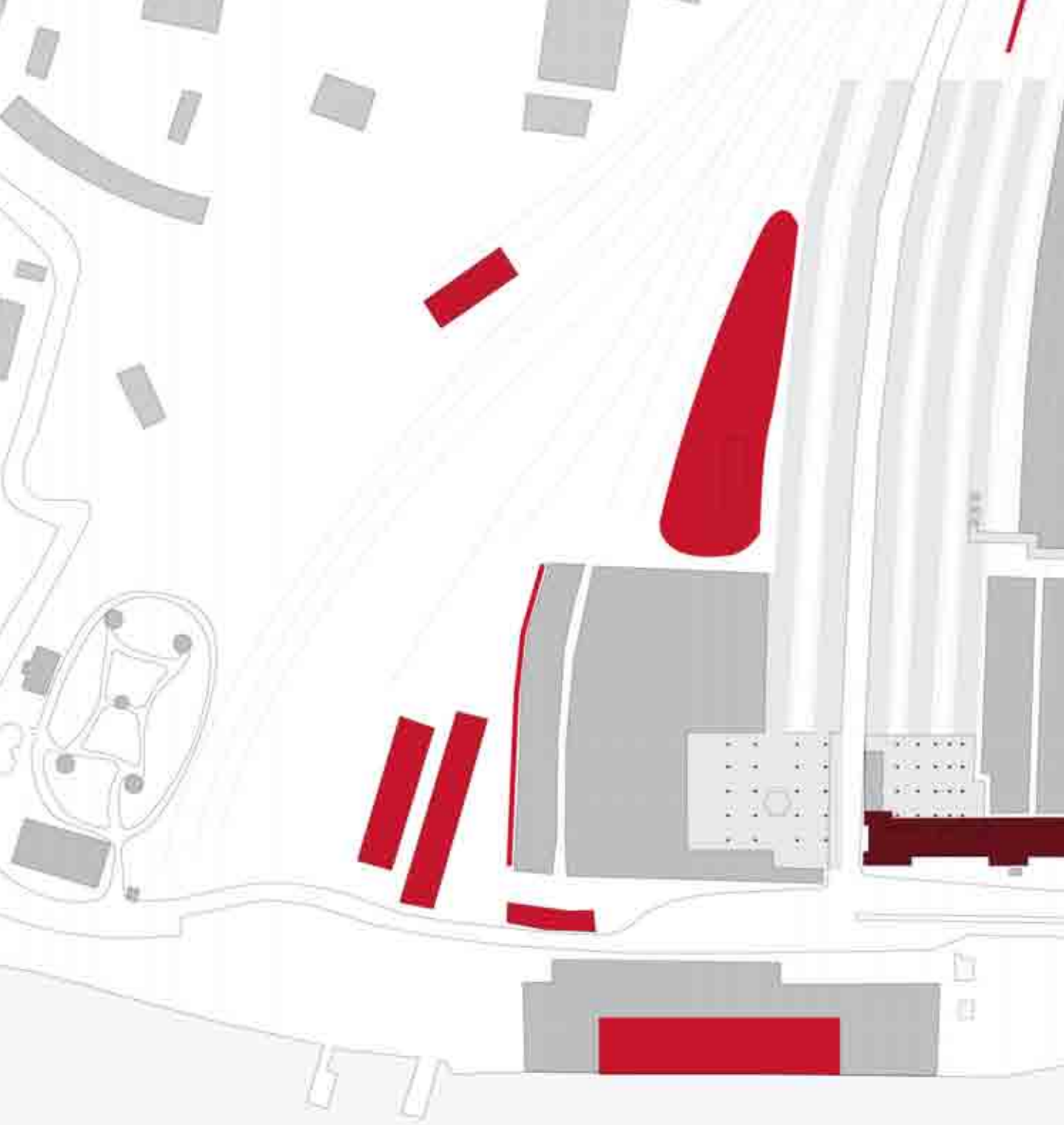
Moving



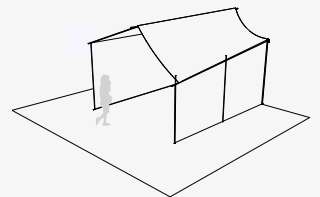




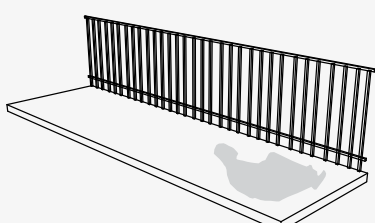
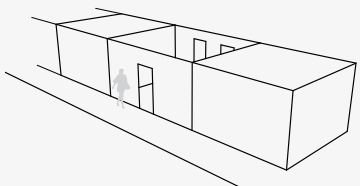
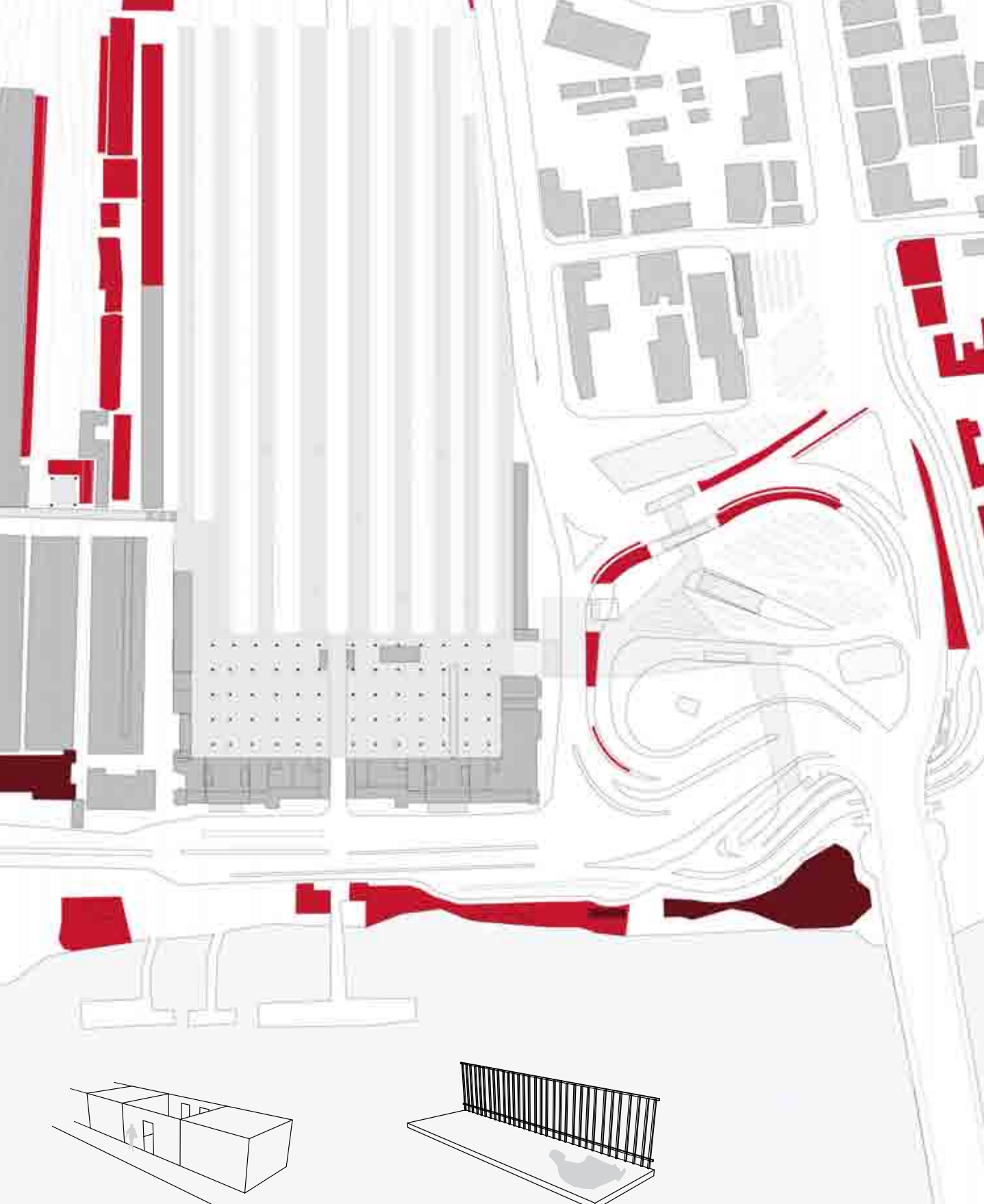


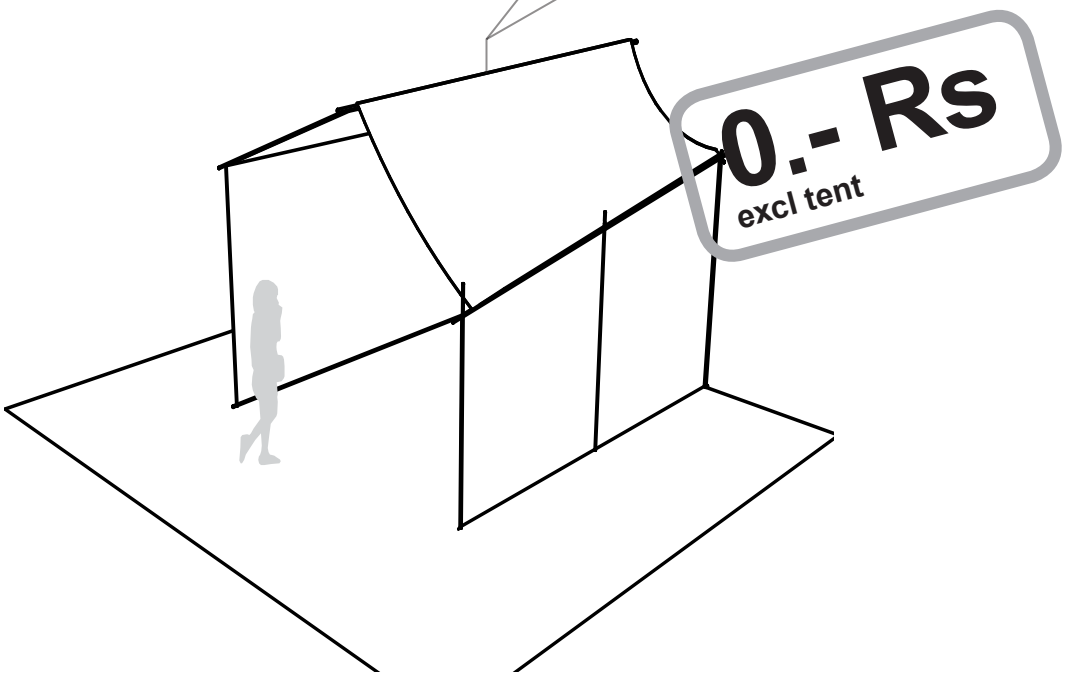
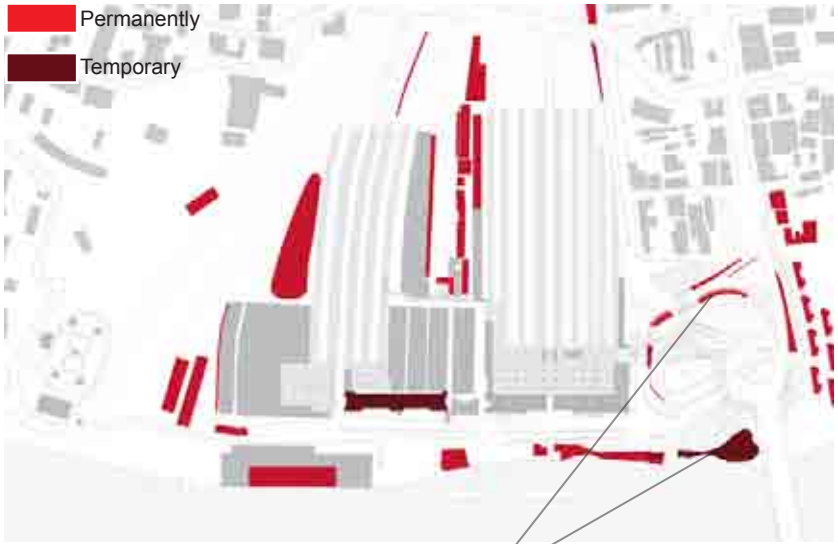


Living





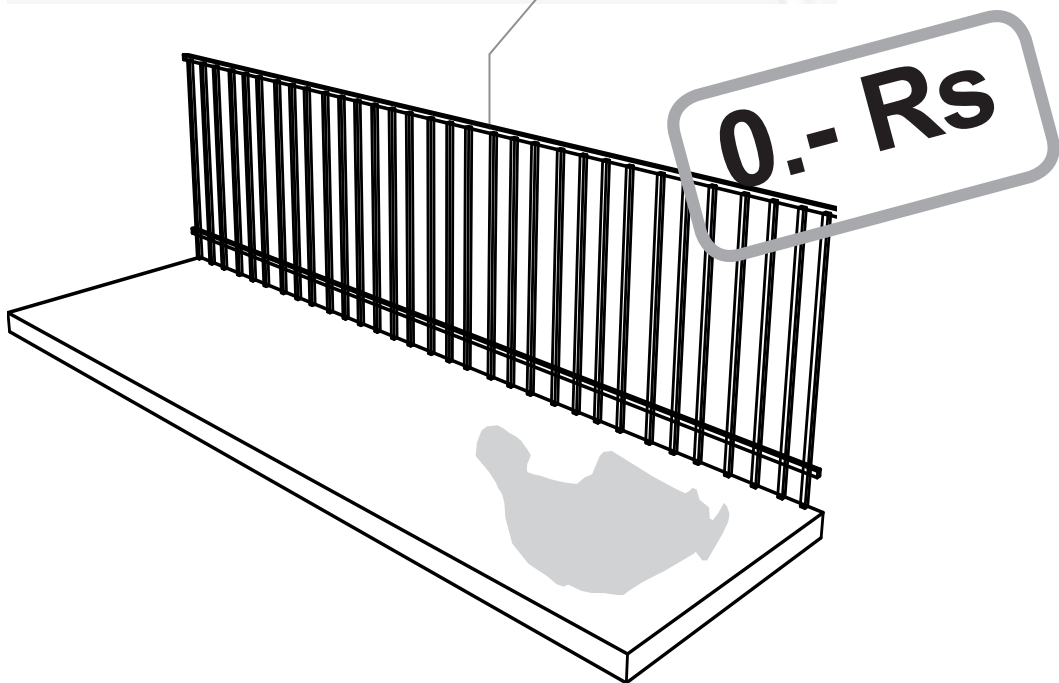
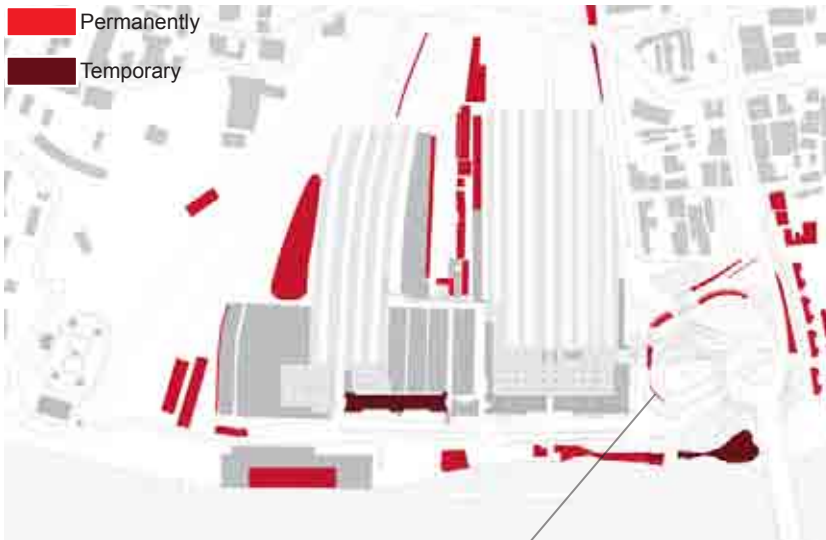




Permanently - Tents



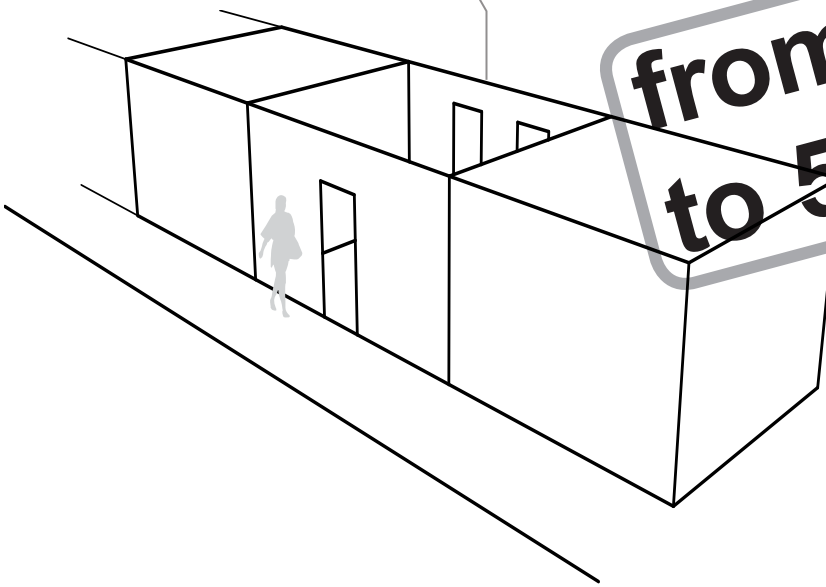
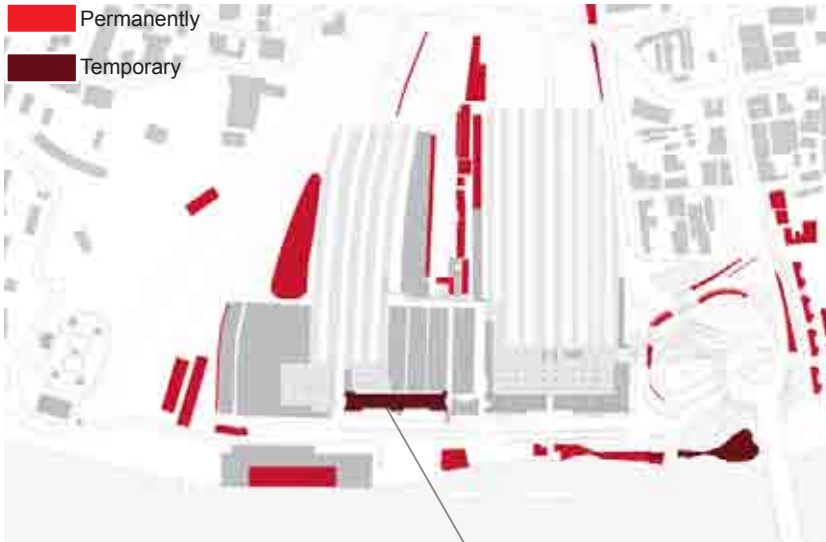




Permanently - Floor

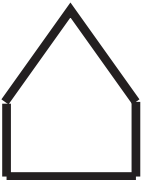






**from 100.-  
to 500. Rs**

Permanently - Hotel rooms

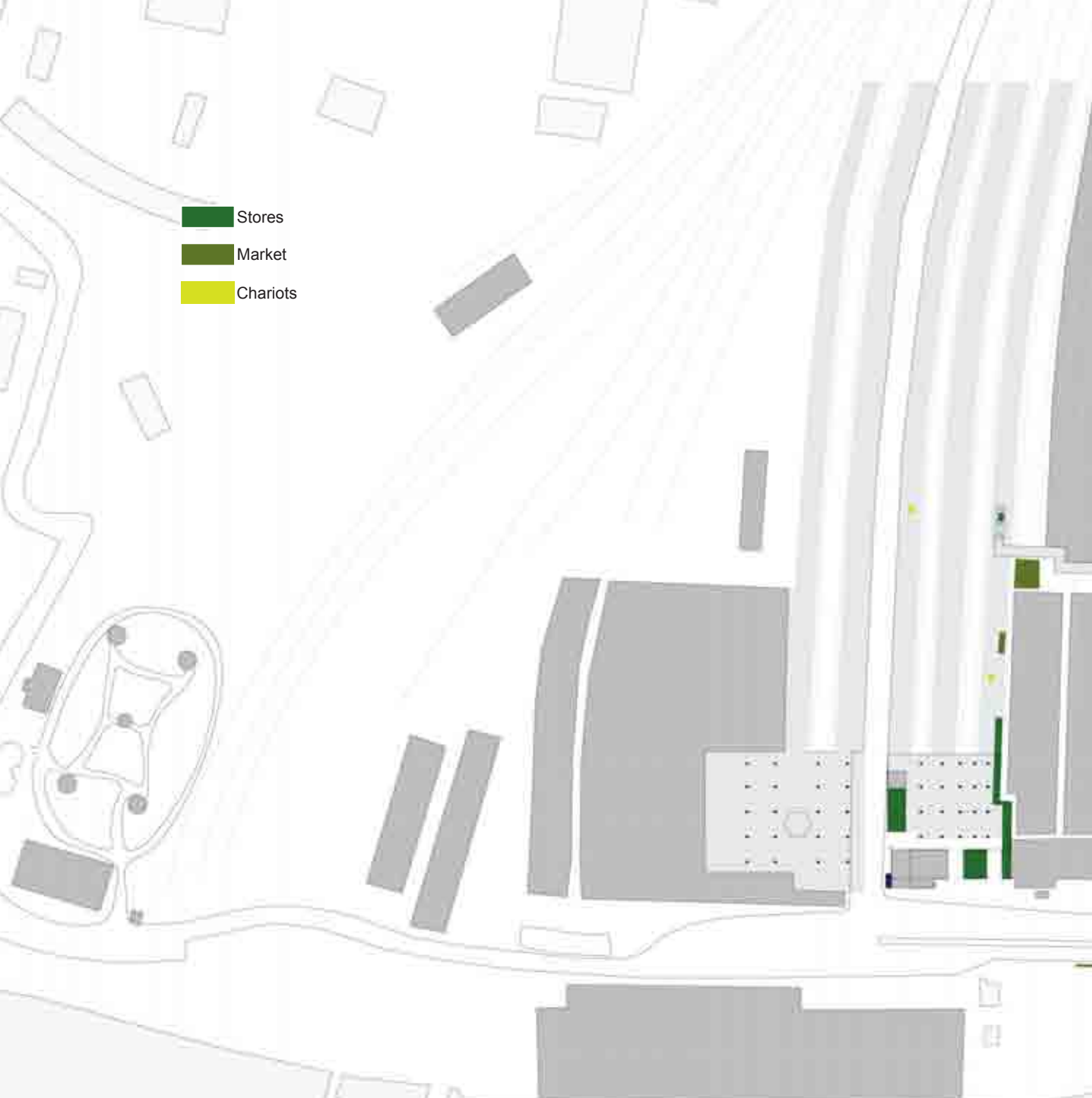




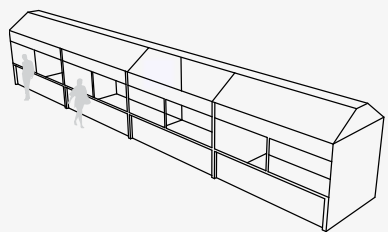
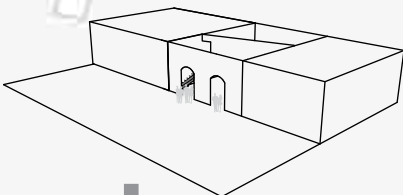




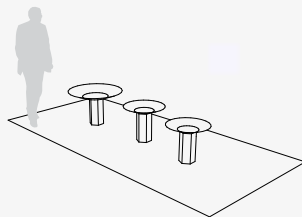
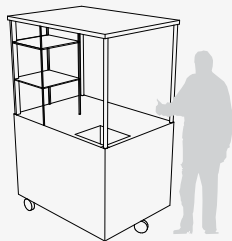
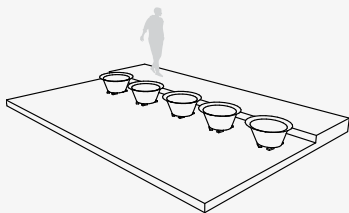


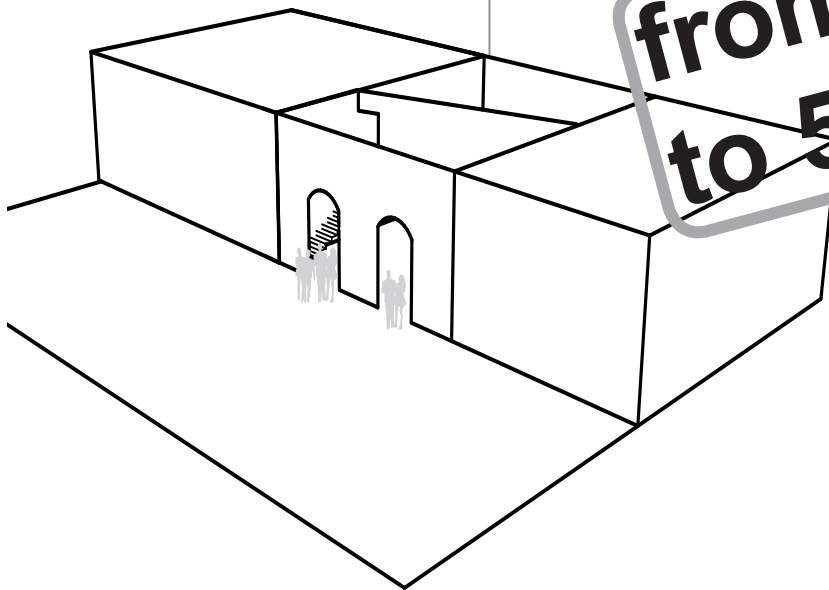


- Stores
- Market
- Chariots



# Shopping



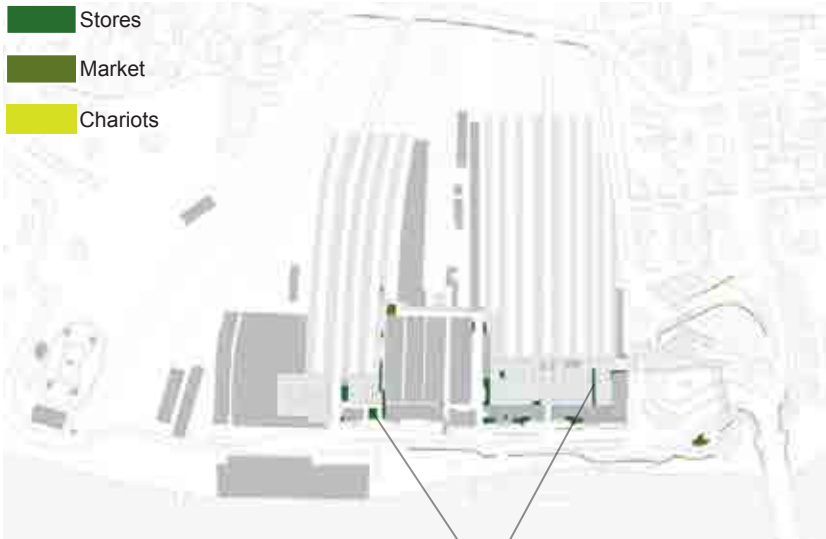


**from 10.-  
to 500.- Rs**

Shopping - Stores







**from 10.-  
to 500. Rs**

Shopping - Stands





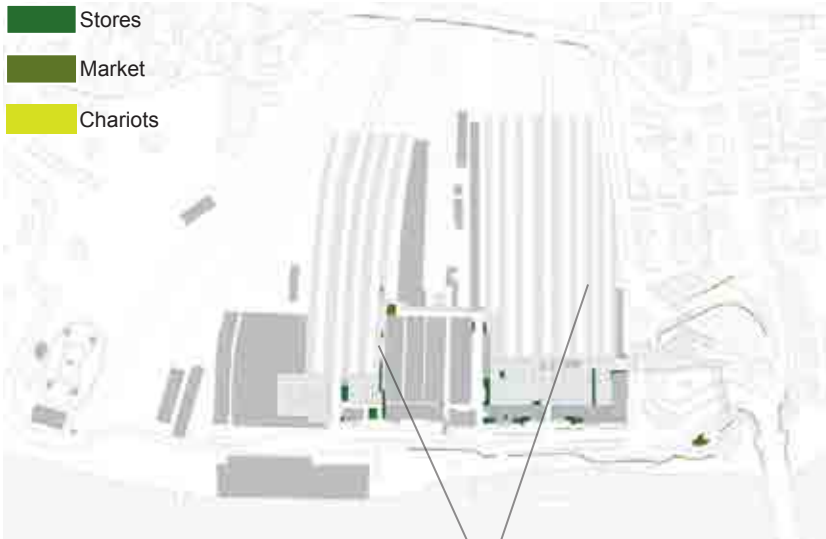
কনক প্রযুক্তি ঢালই এর শক্তি  
**Konark**  
DHALAI SPECIAL CENTRE

**GITA PRESS**  
BIBHAKSHUPUR II

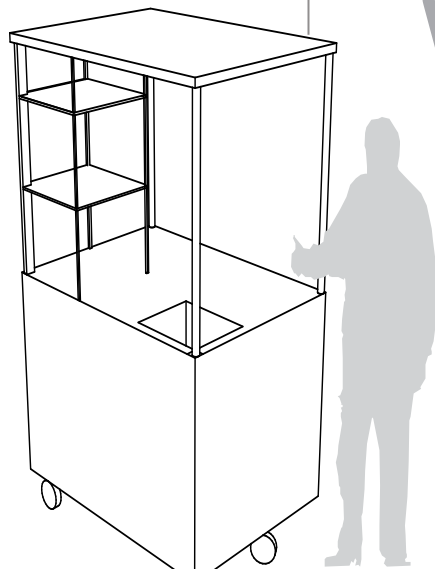
**ADVAITA ASHRAMA**

TRUSTEES: HONORABLE OF RAMAKRISHNA MATH, BELUR-MATH





**from 10.-  
to 150. Rs**

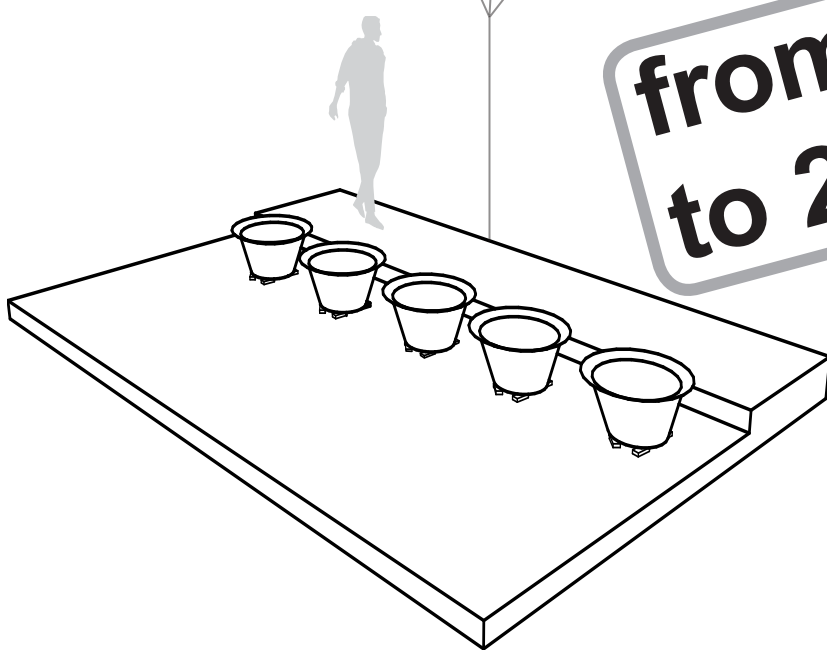


Shopping - Chariots









**from 10.-  
to 250. Rs**

Shopping - Markets

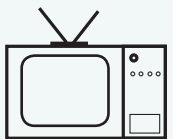
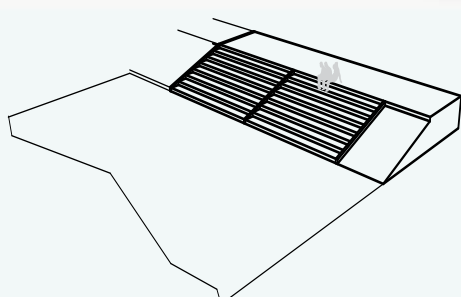
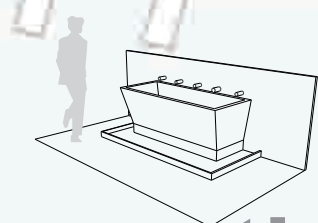
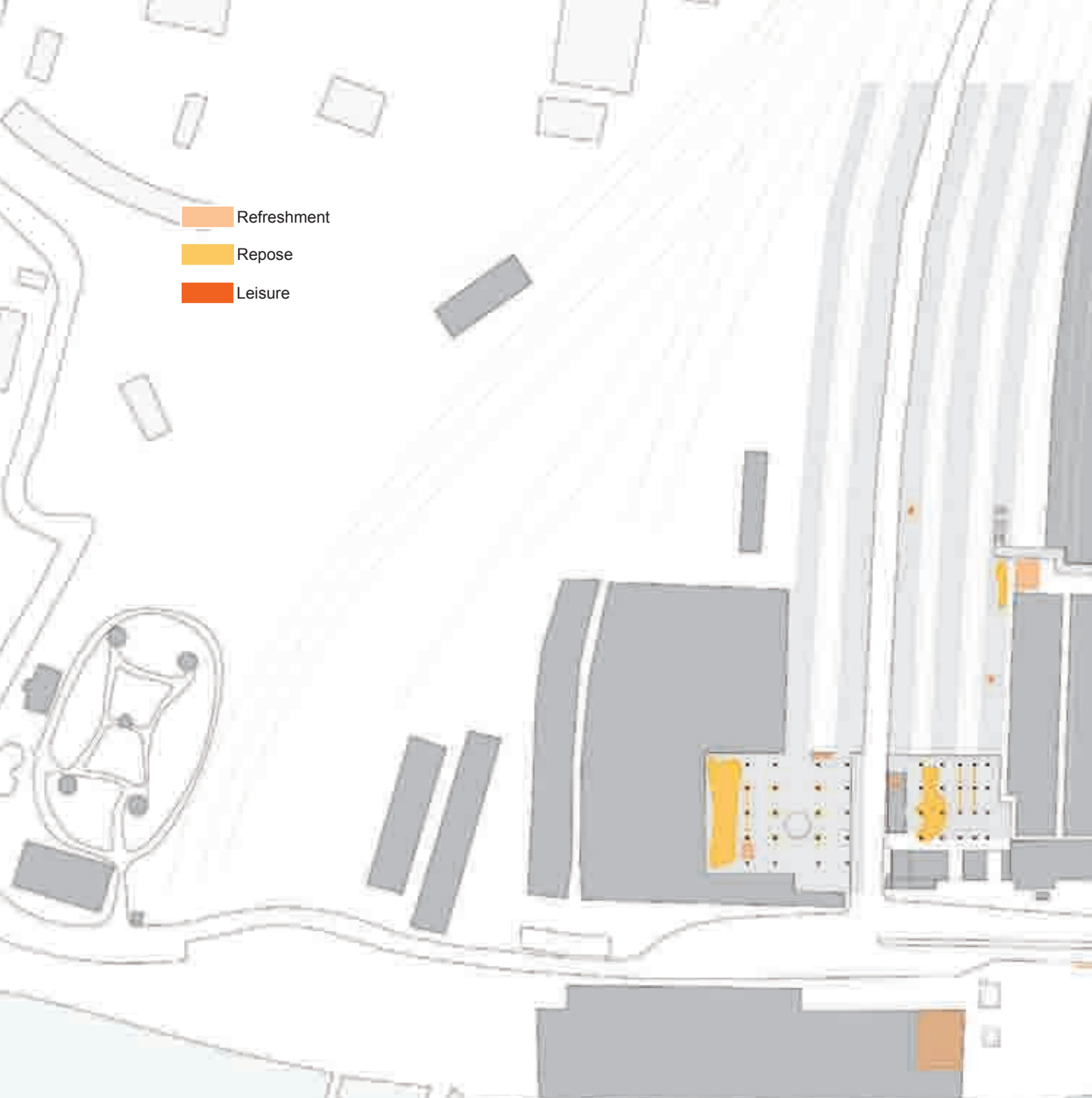




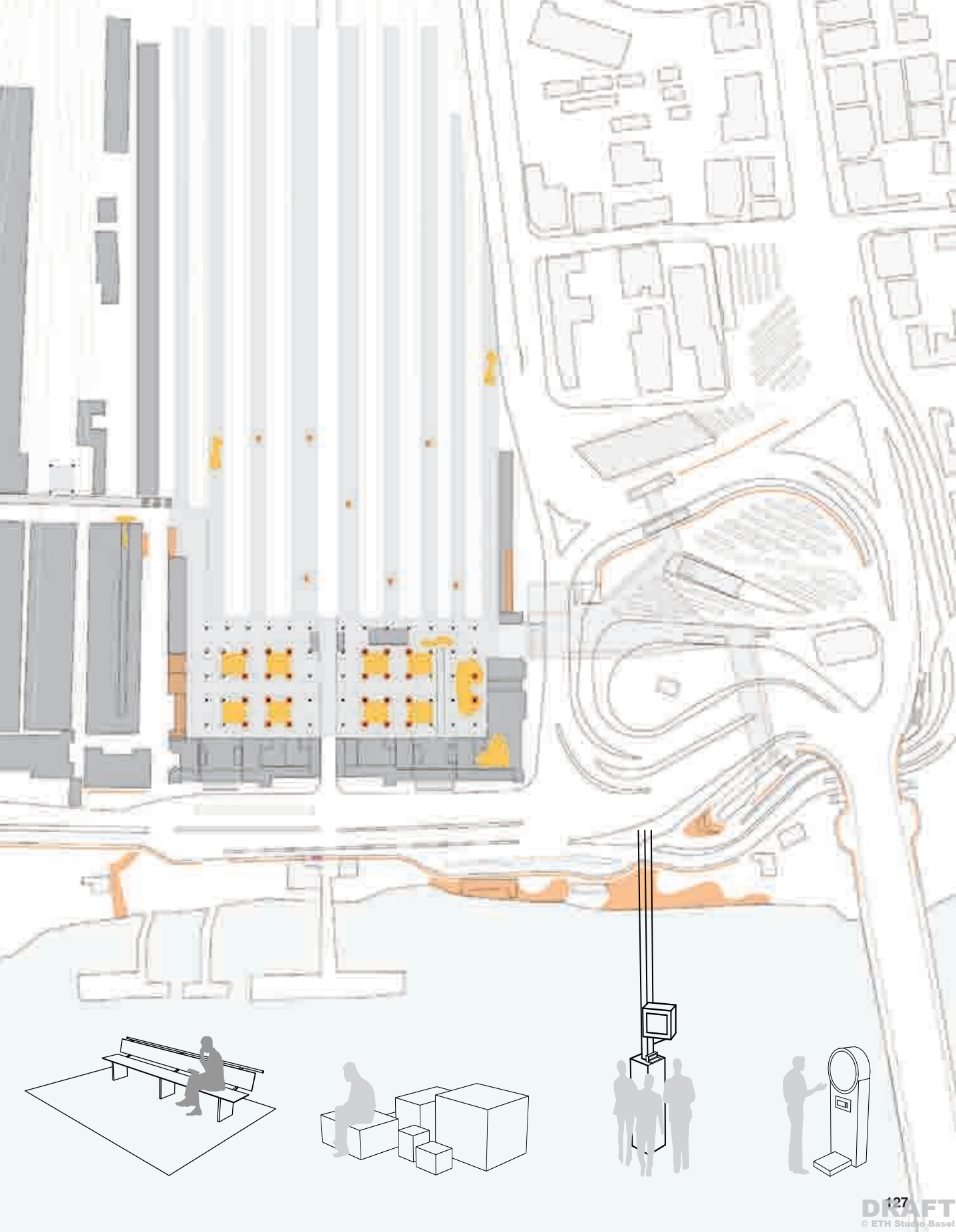


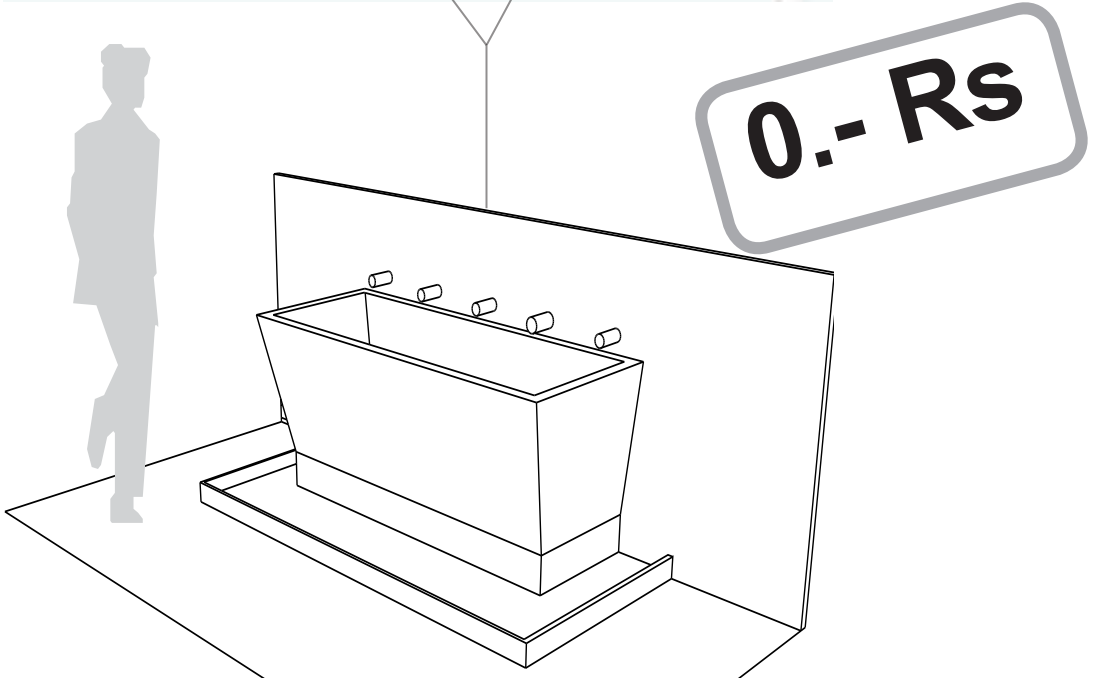
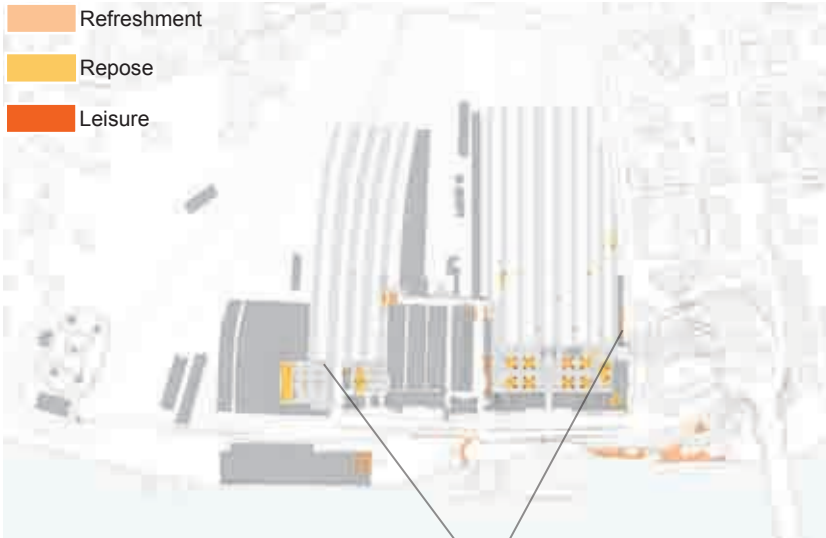


- Refreshment
- Repose
- Leisure

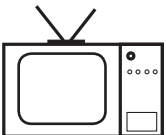


# Recreation





Refreshment - Drinking spaces





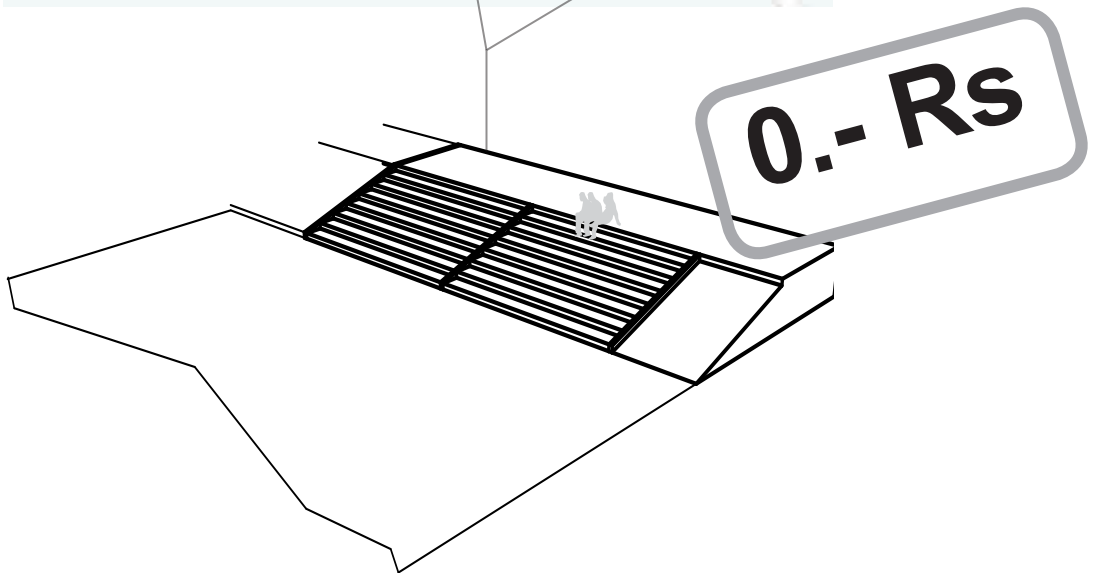
DRINKING WATER ❁ पीने का पानी

27

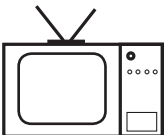
28

29

30



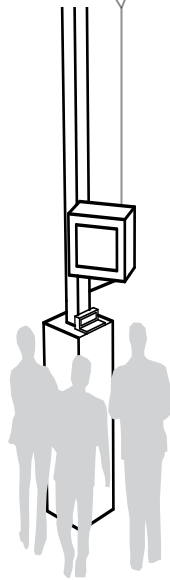
## Refreshment - Riverside



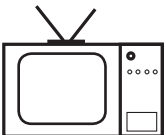




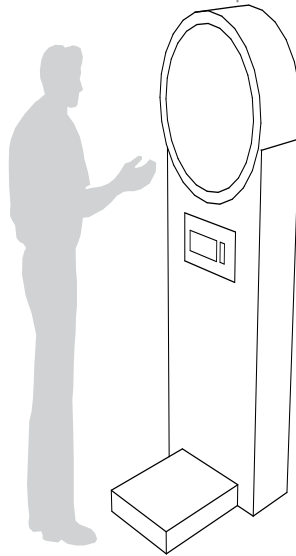
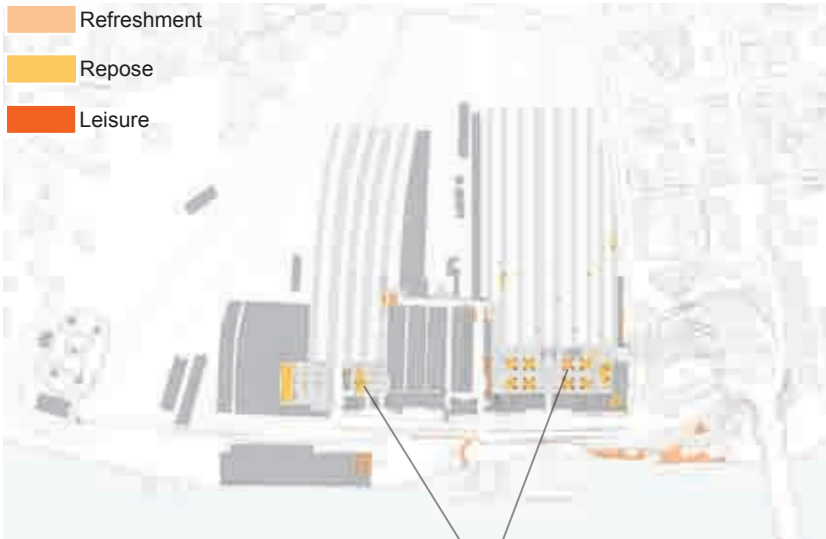
0.- Rs



## Leisure - TV and Battery loading

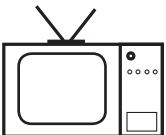




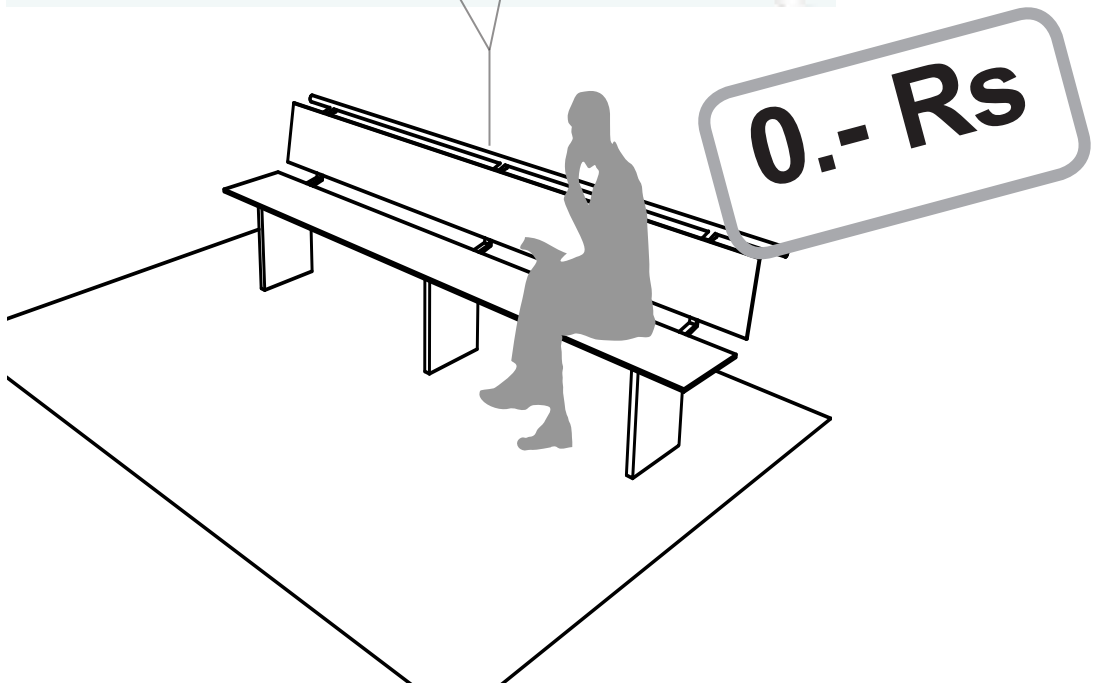


**3.- Rs**

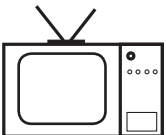
Leisure - Gambling





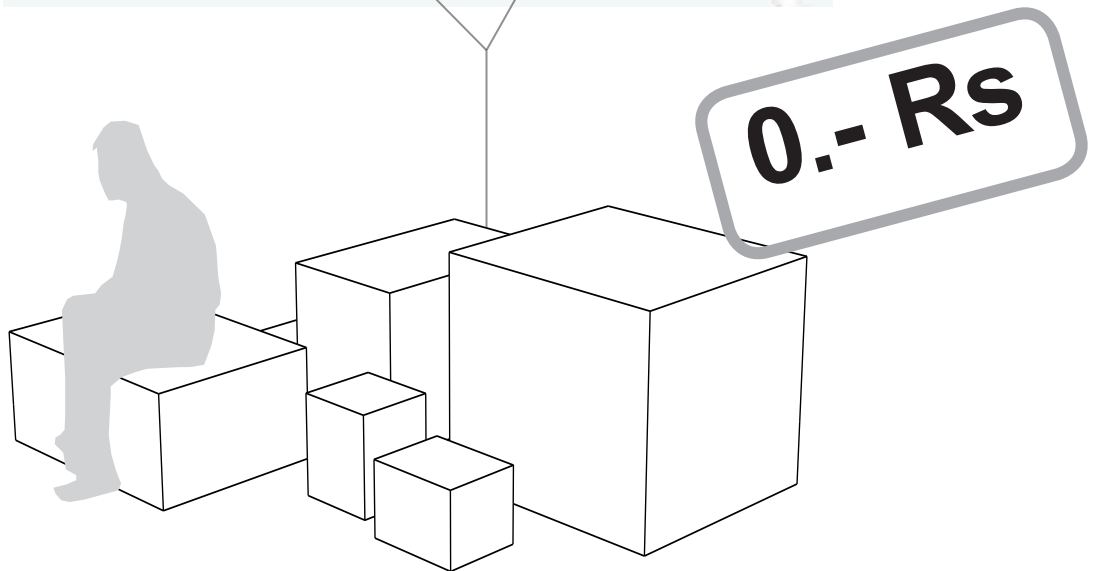


Repose - Benches

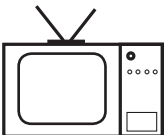




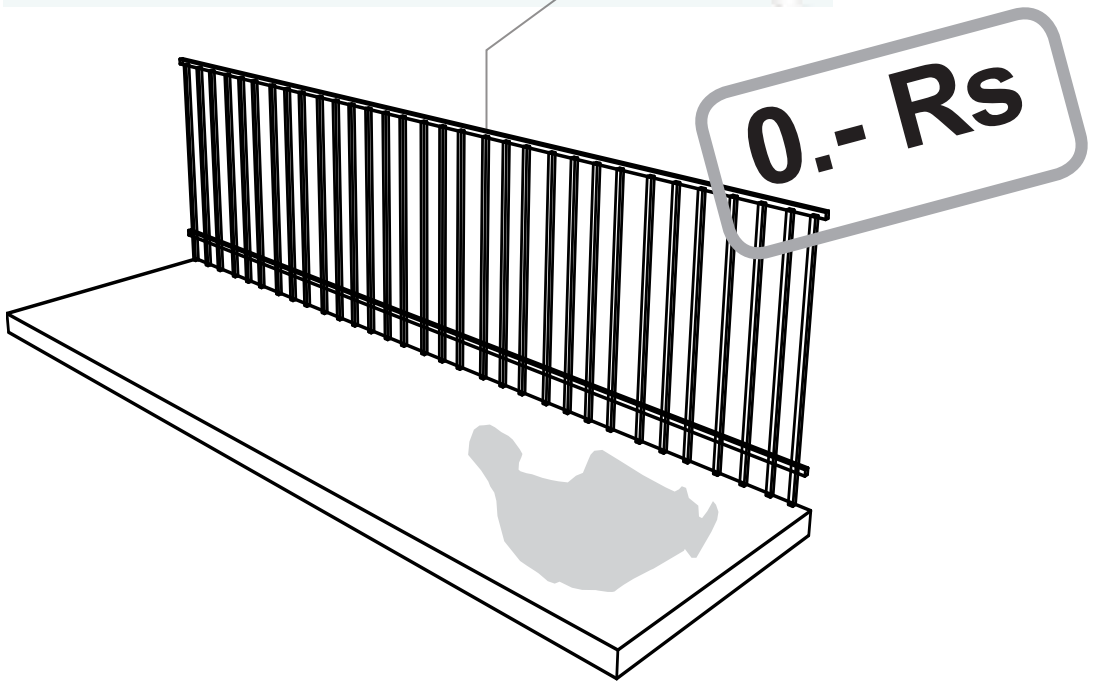




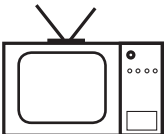
## Repose - Freights







Repose - Street

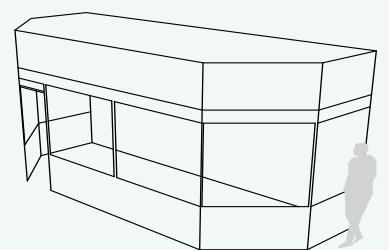
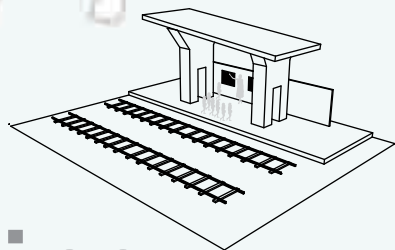
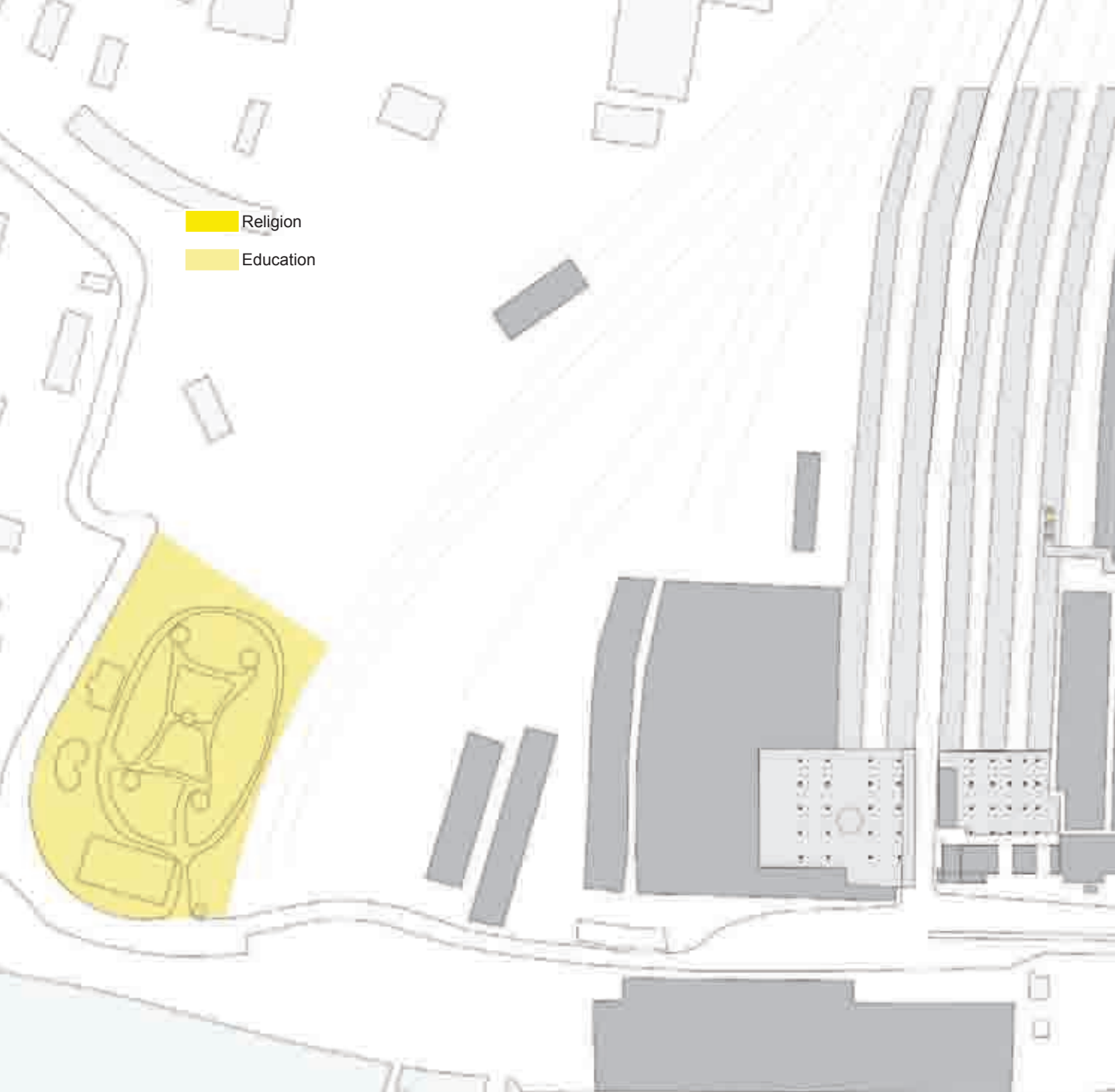






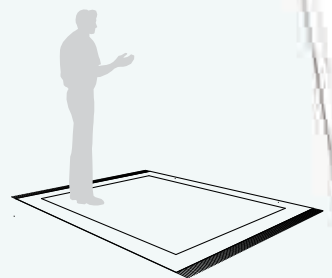
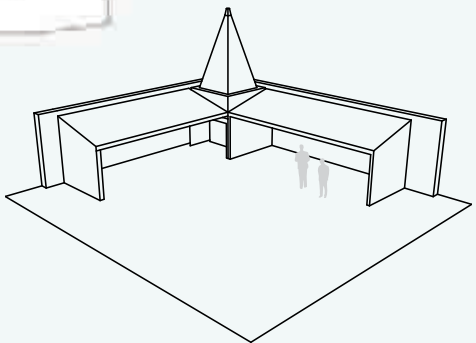
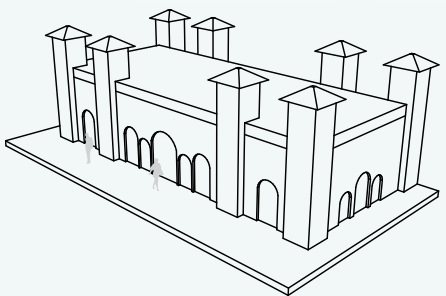
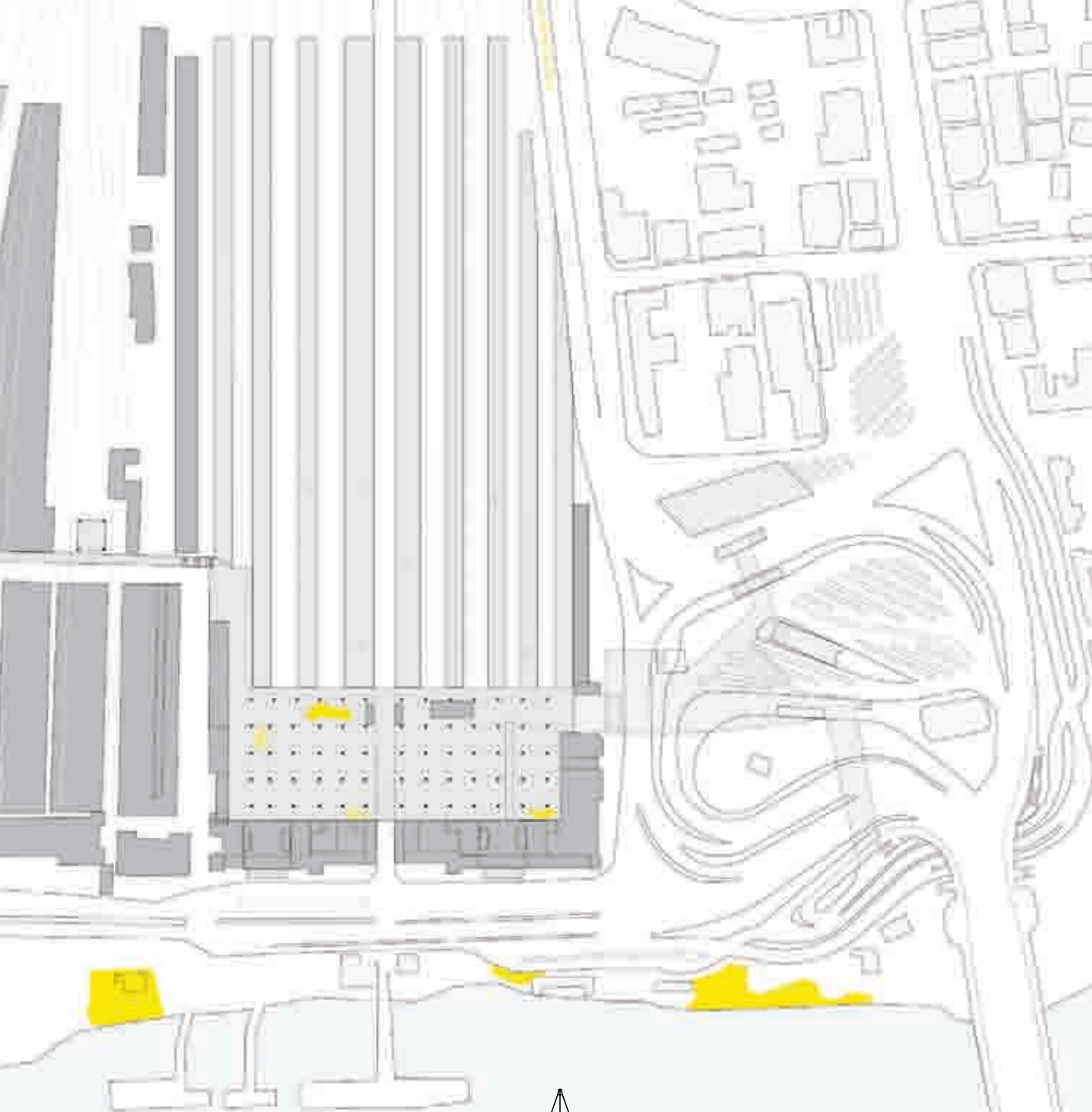


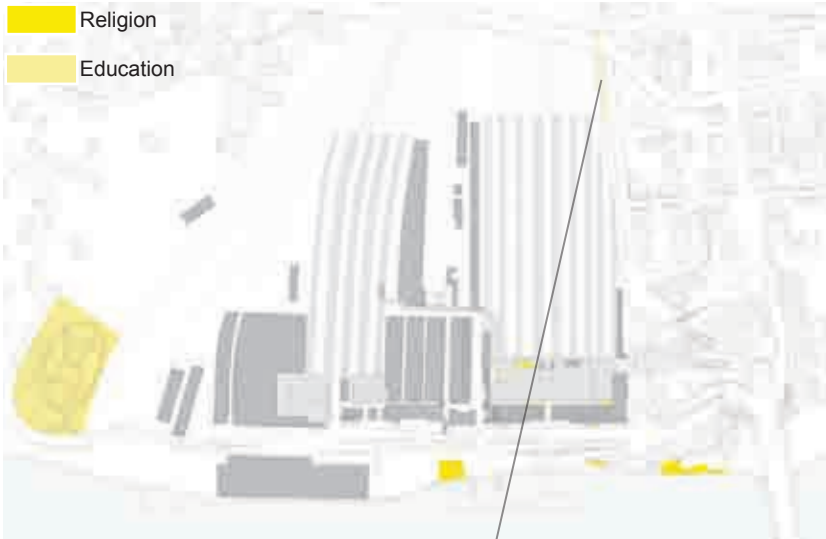
- Religion
- Education



# Learning

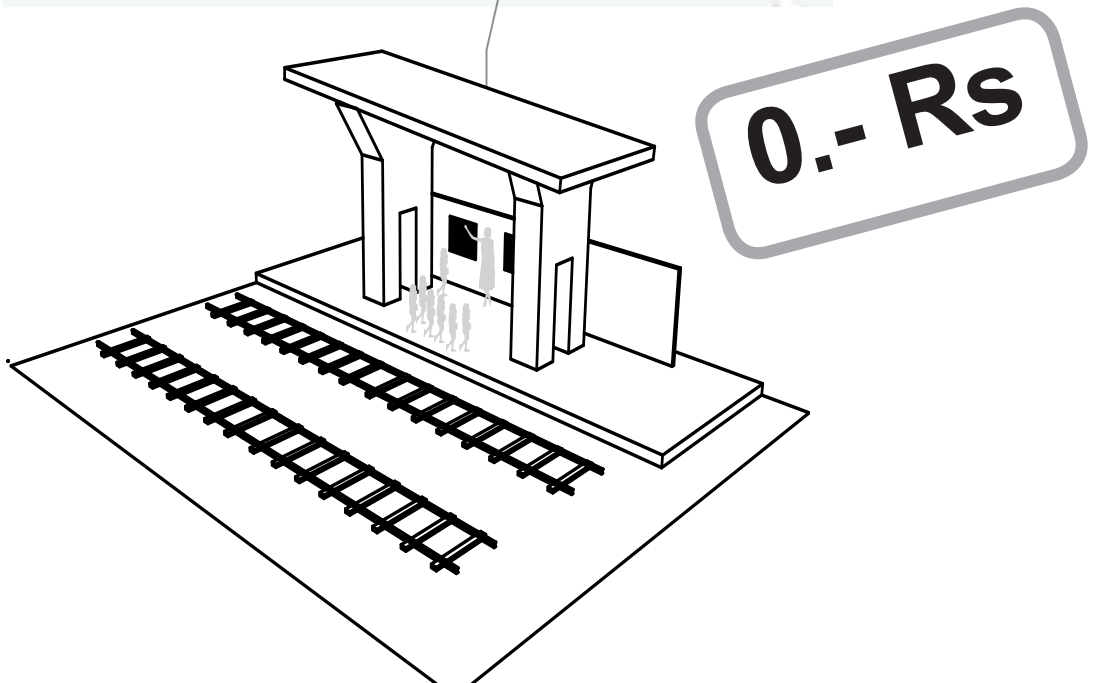






Religion

Education

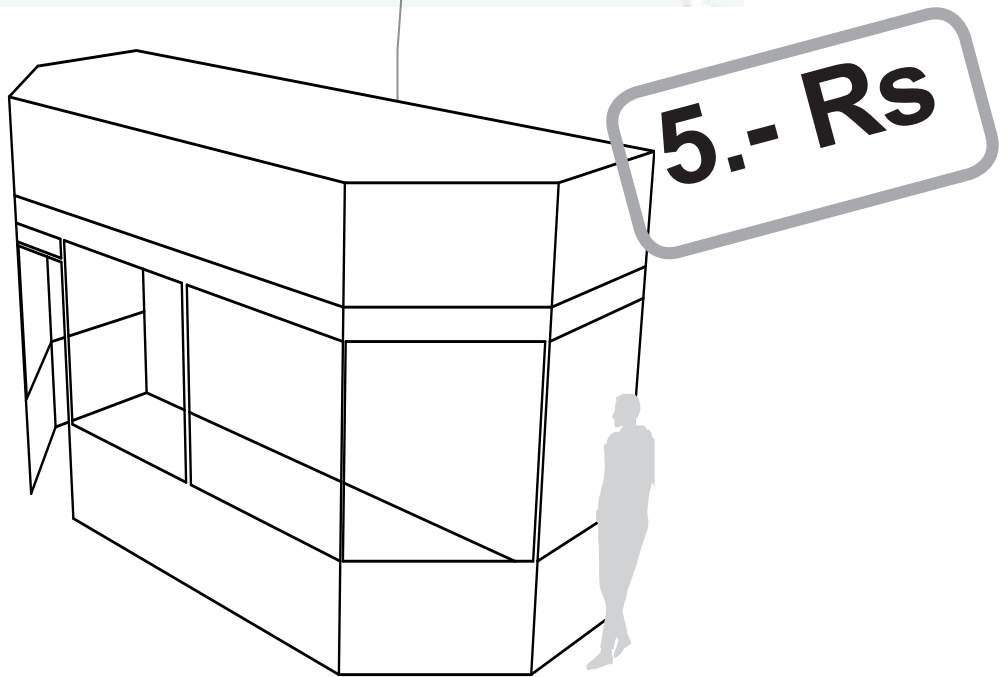
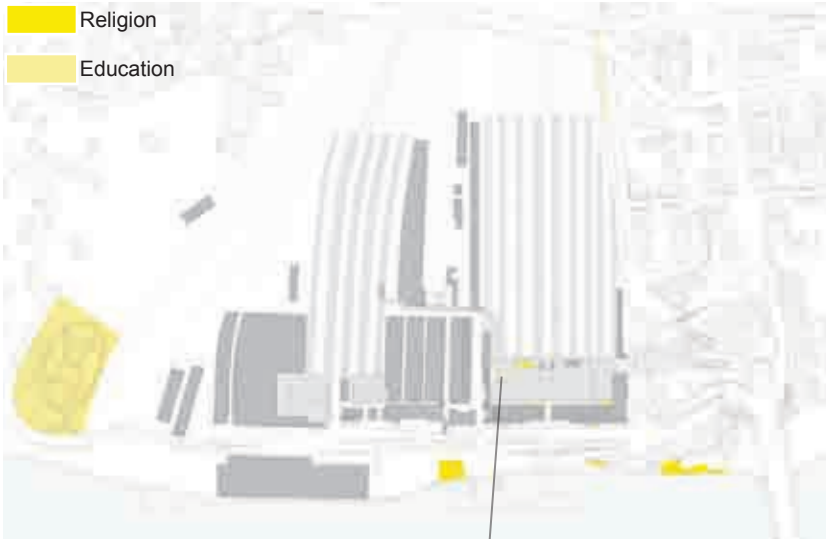


0.- Rs

Education - School



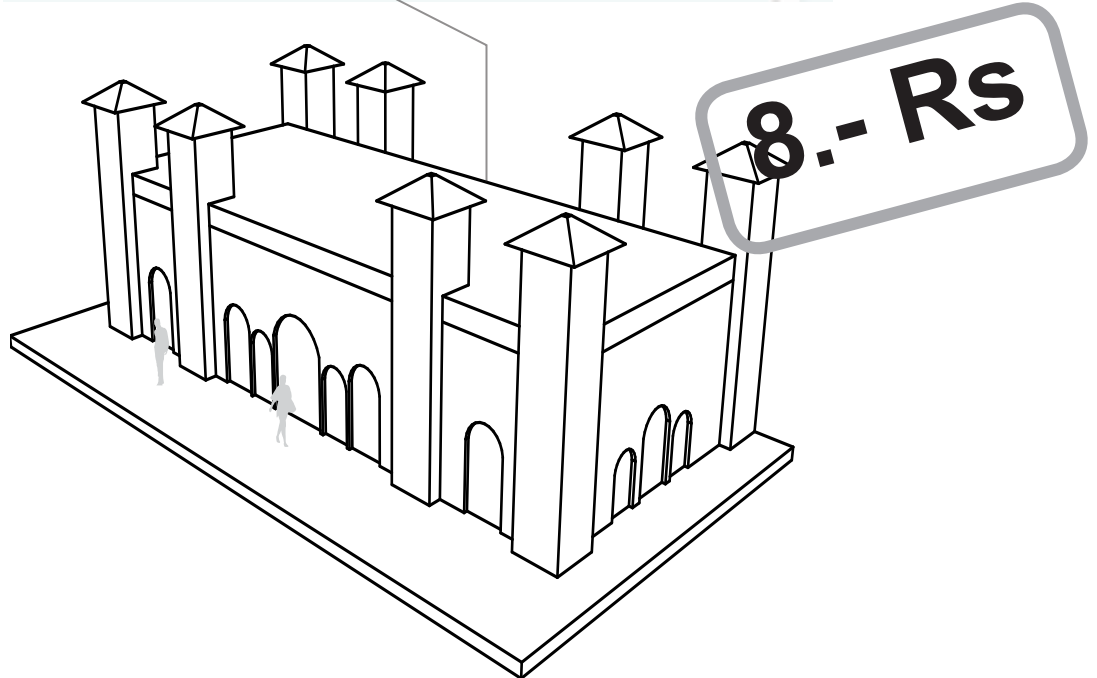
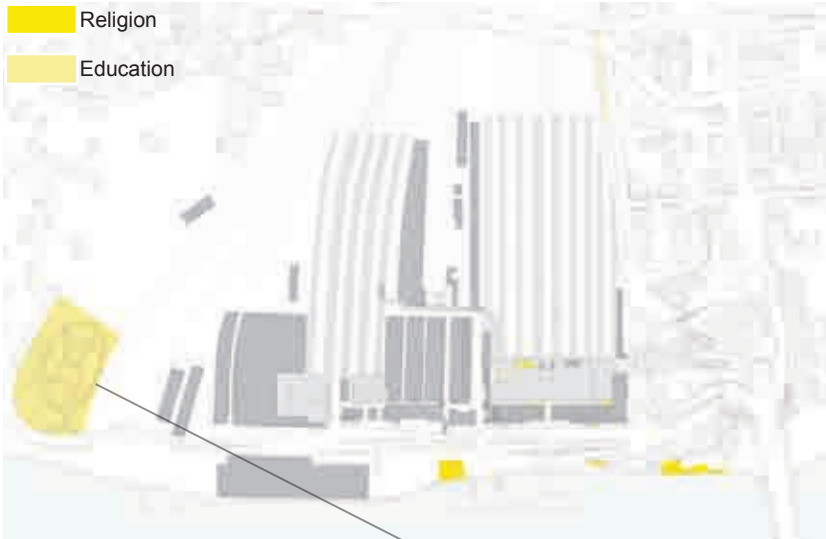




Education - Newspaper



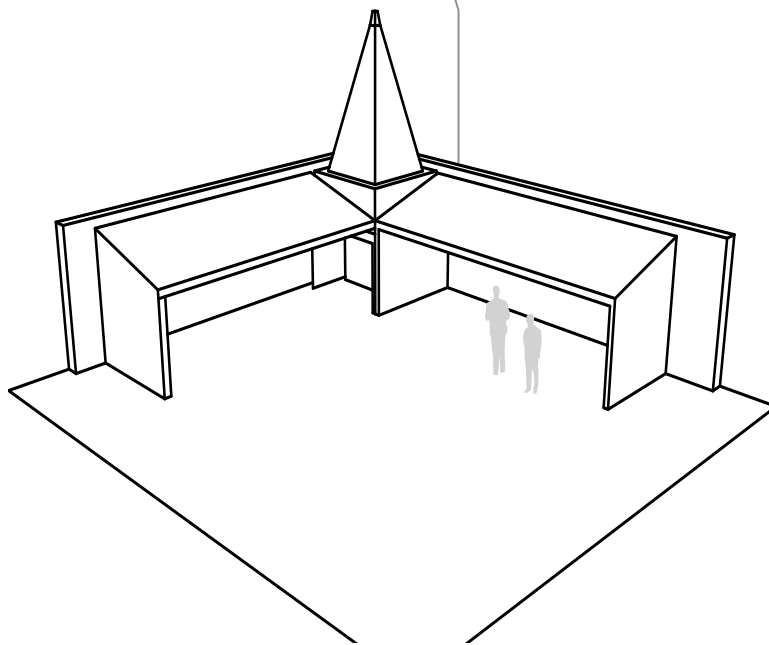
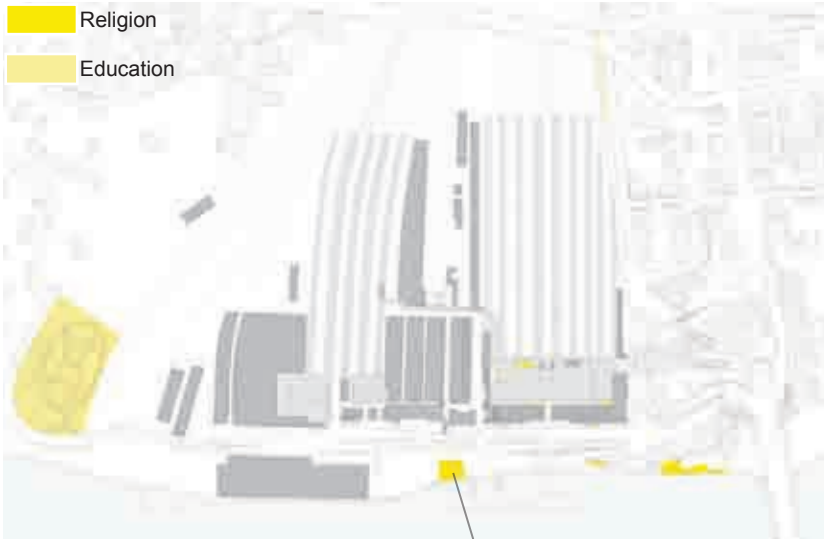




Education - Rail museum





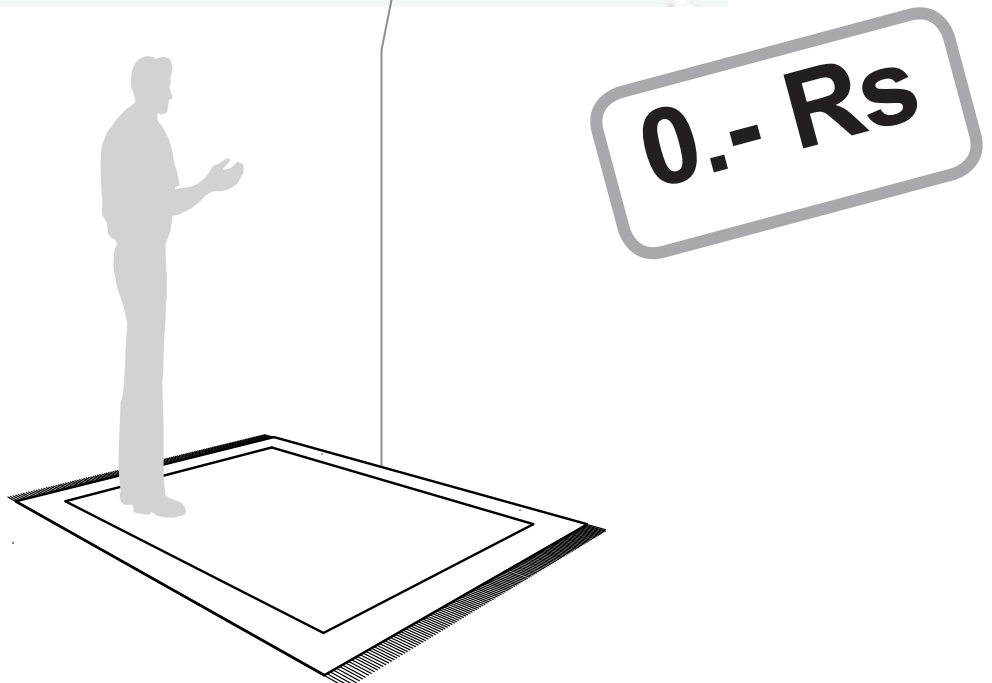
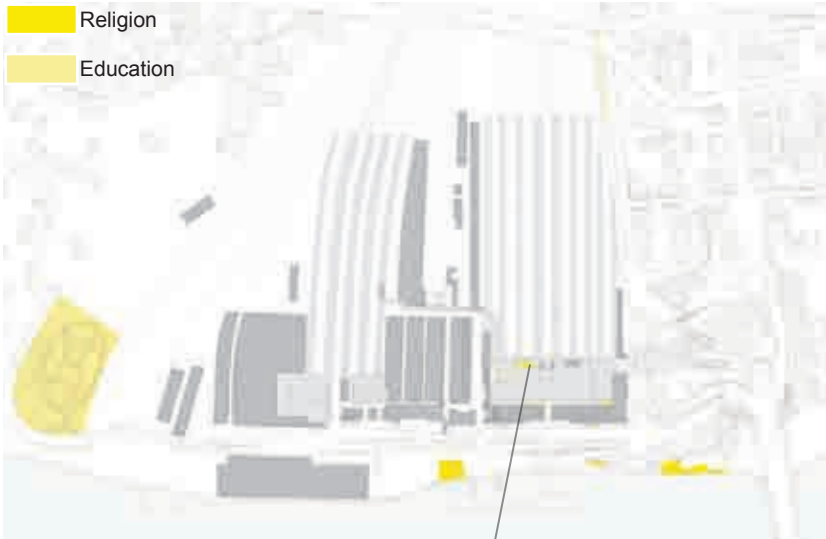


Religion - Temple









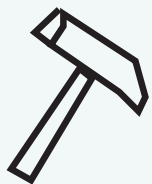
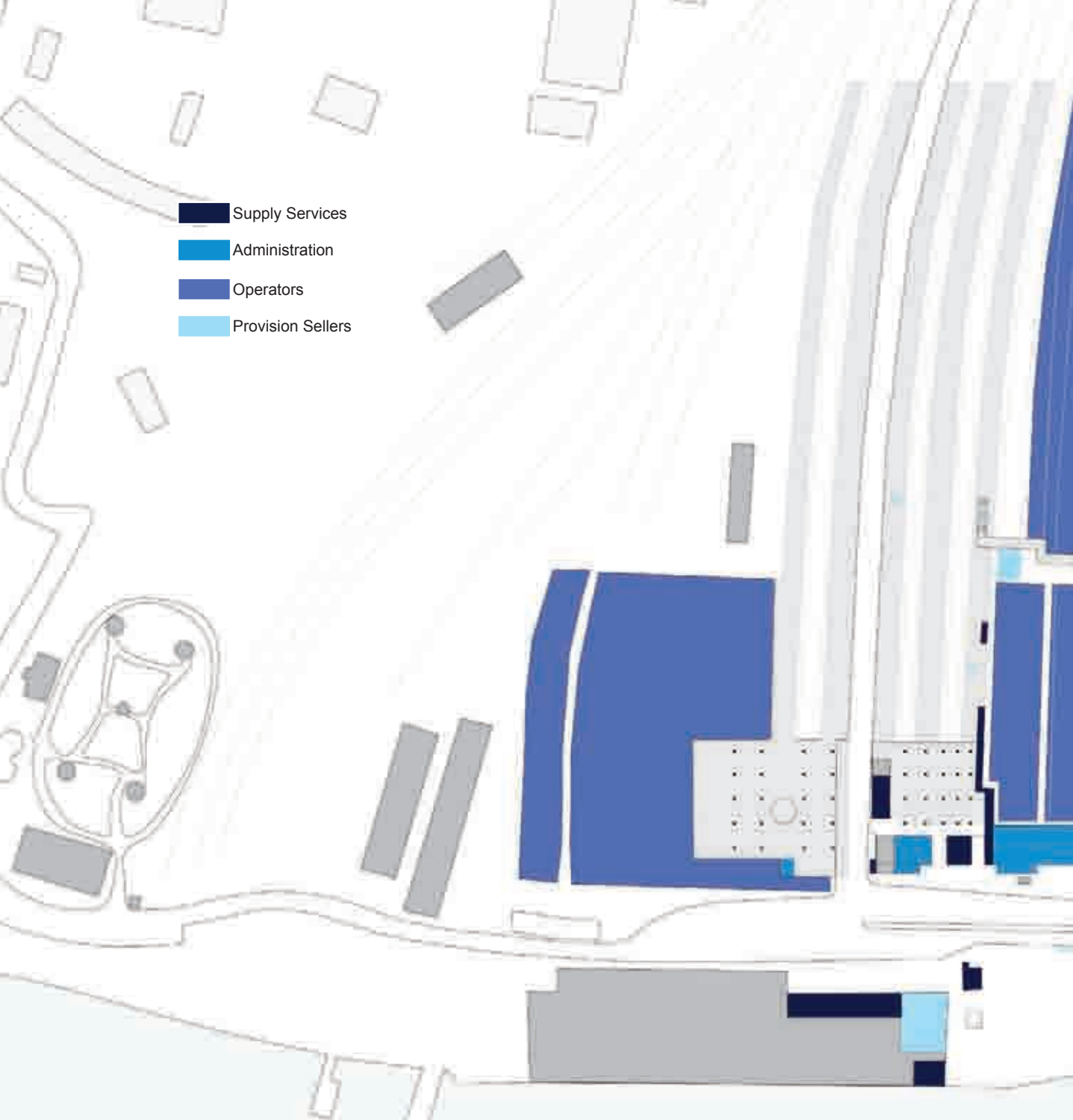
Religion - Praying



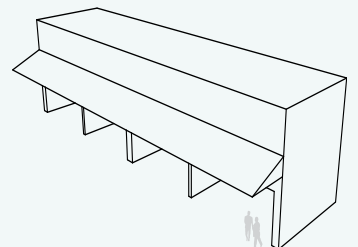
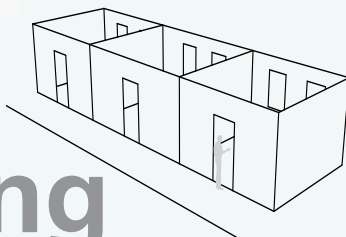


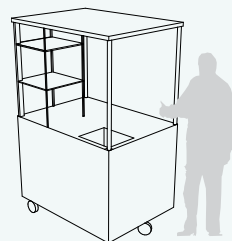
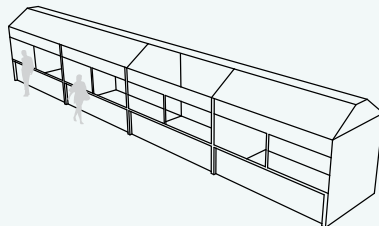
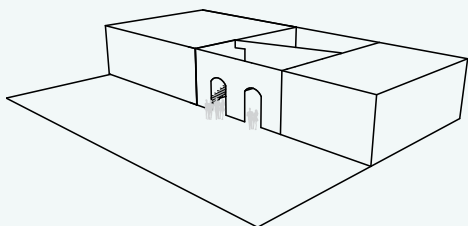
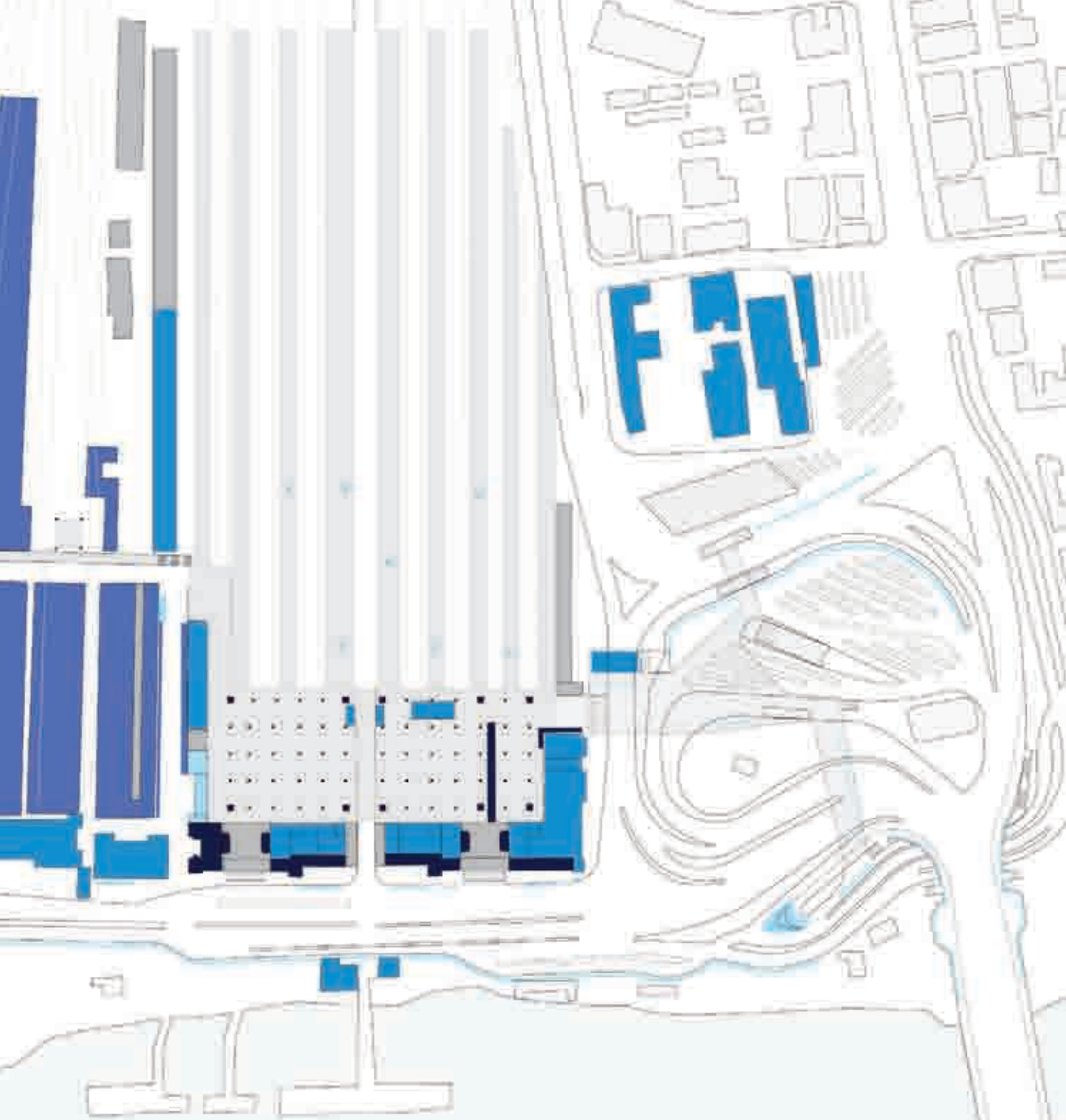






# Working





**Train Driver**      **Director**

**Ticket Controller**  
**Accountant**

**Operator**  
**Traffic Policeman**

**Baggage Porter**  
**Nurse**                      **Doctor**  
**Waitress**

**Cleaning Staff**      **Teacher**

**Bottle Collector**  
**Guards**



**Cook**

**Beggar**

**Administrator**

**Traffic controller**

**Parking Attendant**

**Security Staff**

**Postman**

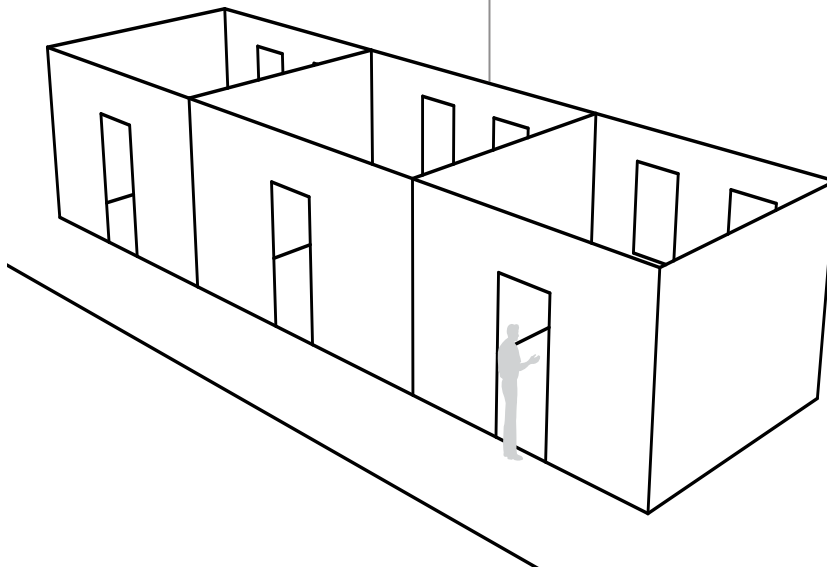
**Ticket Seller**

**Hairdresser**

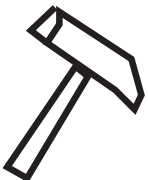
**Policeman**

**Checkout Assistant**

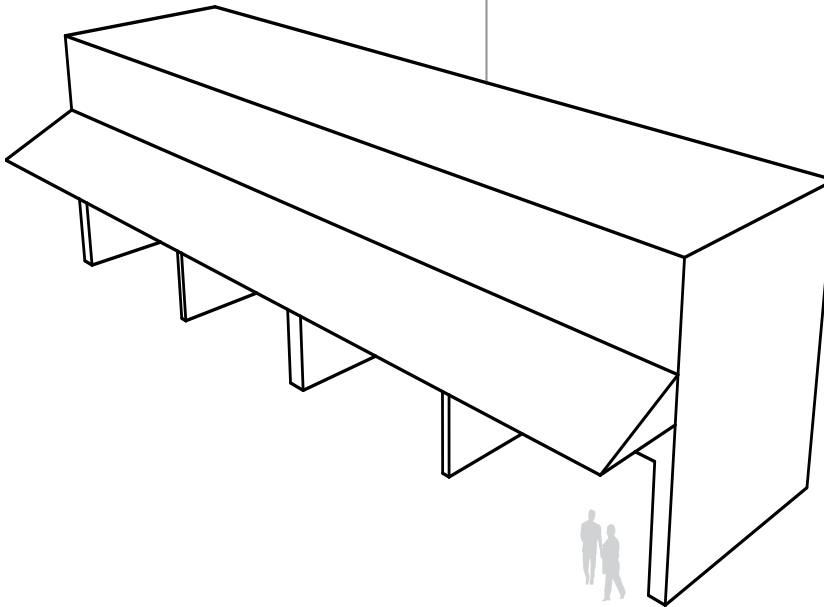
**Clerk**



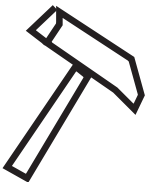
Administration - Rooms







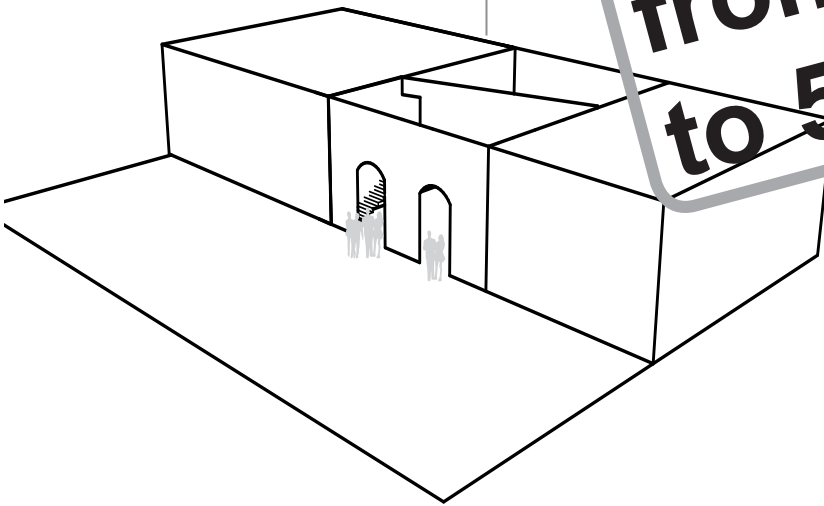
Operators - Warehouses



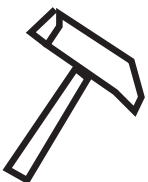




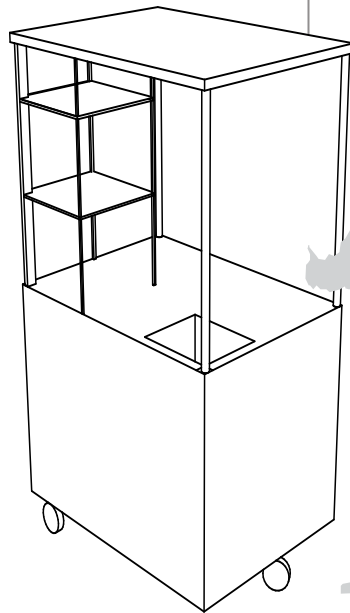
**from 10.-  
to 500. Rs**



Provision sellers

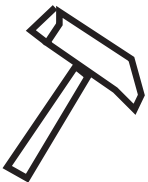






**from 10.-  
to 150. Rs**

Moving sellers







**BRITANNIA**

*Eat Healthy, Think Better* T. Y. 19

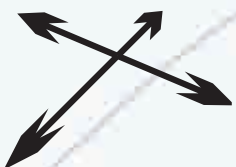
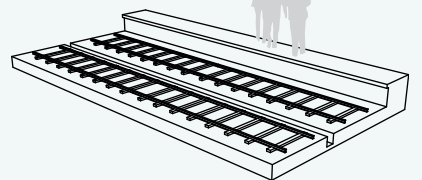
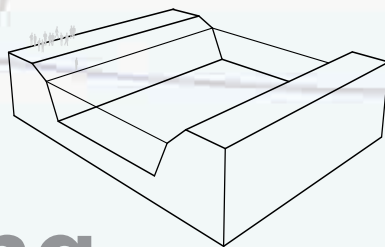
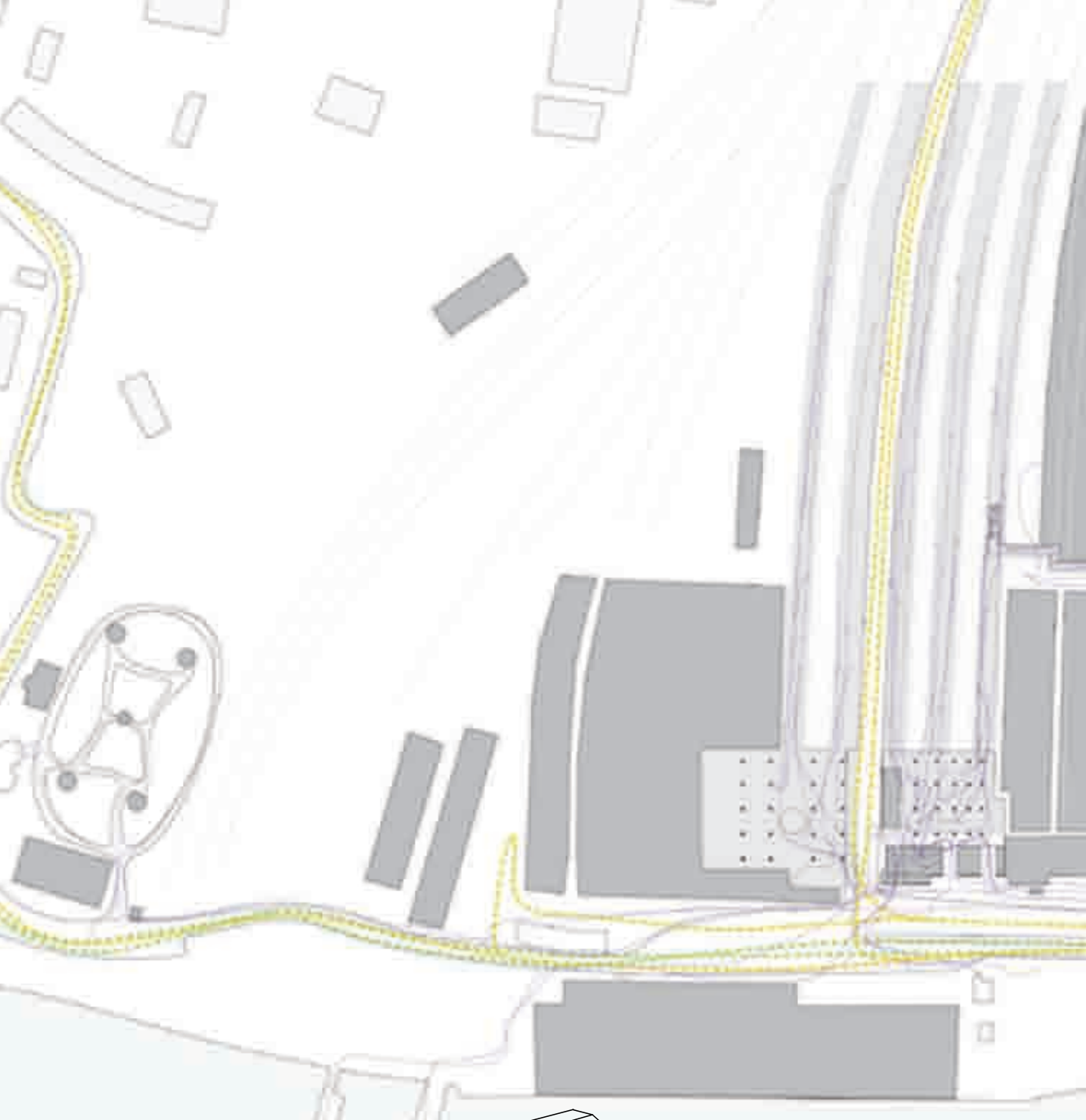
T.T.  
19





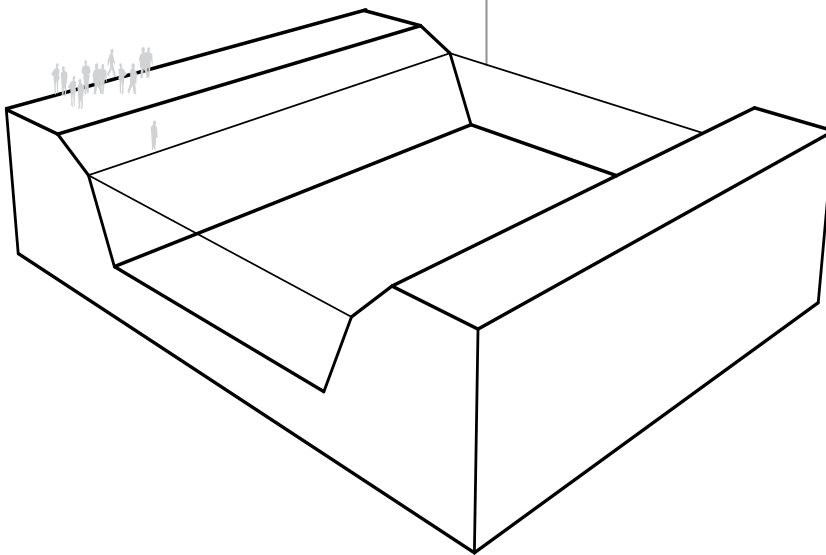
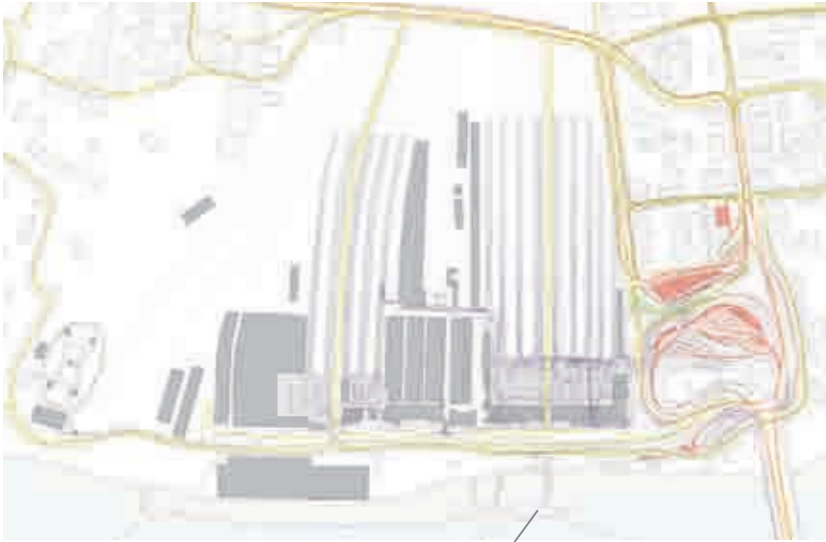




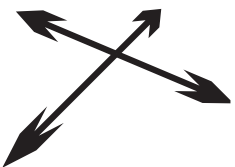


**Moving**



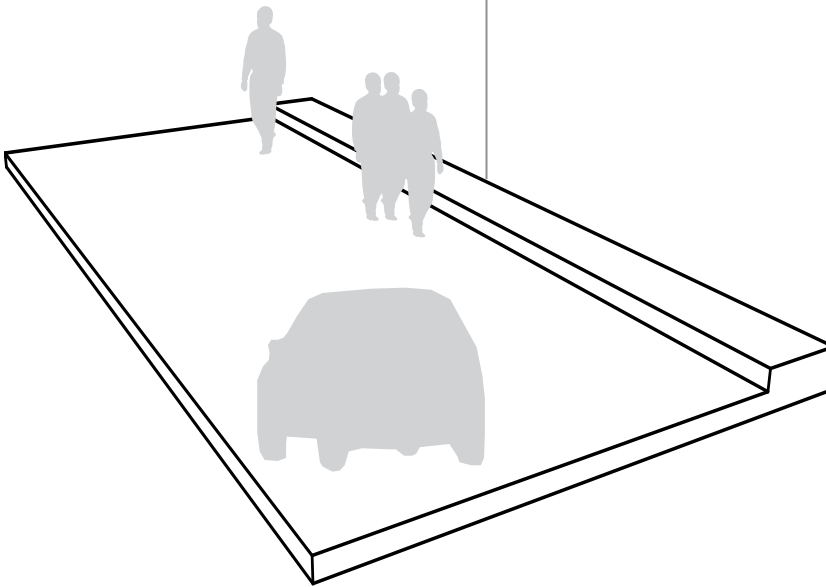
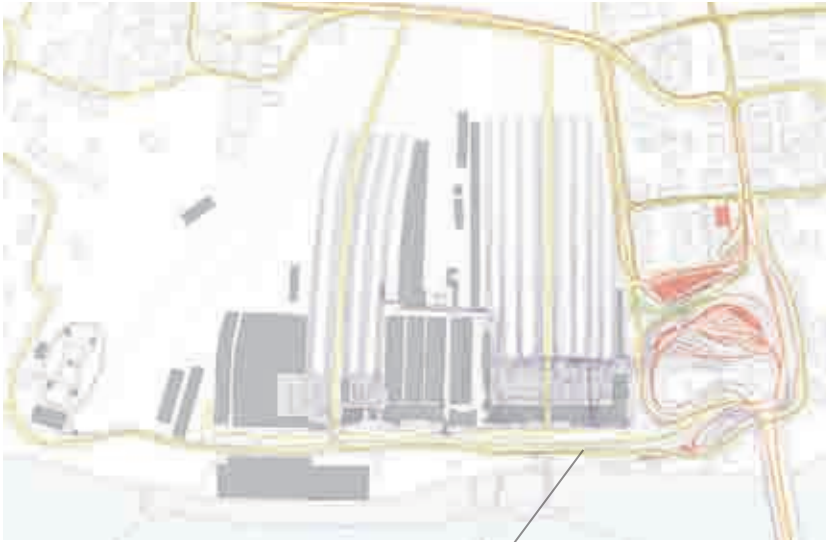


River

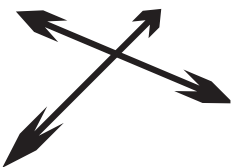




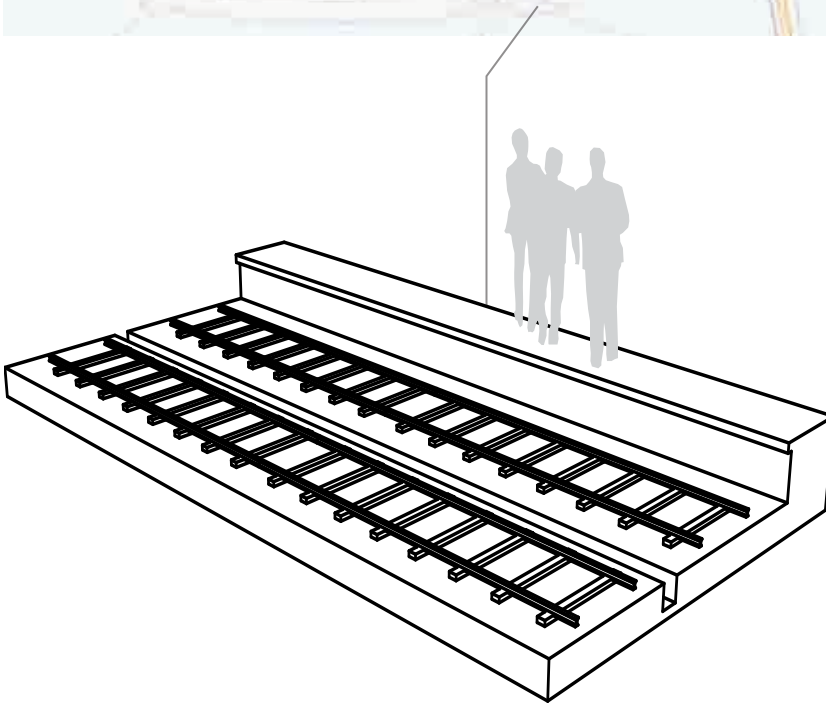
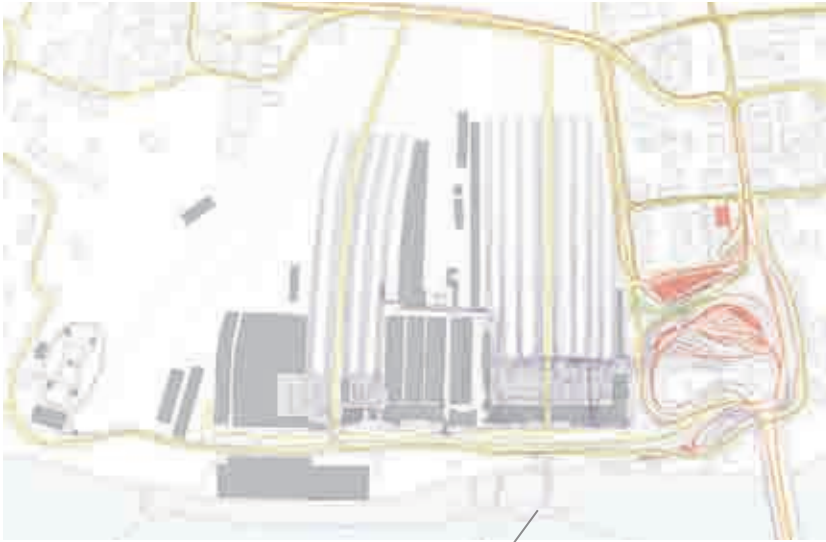




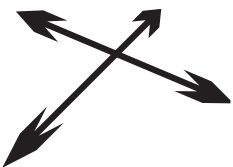
Street



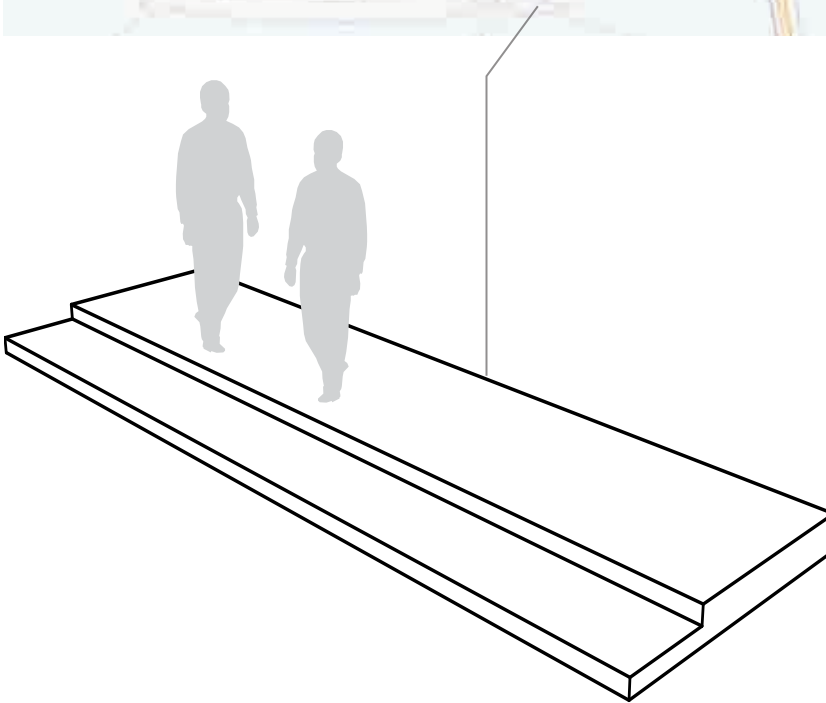
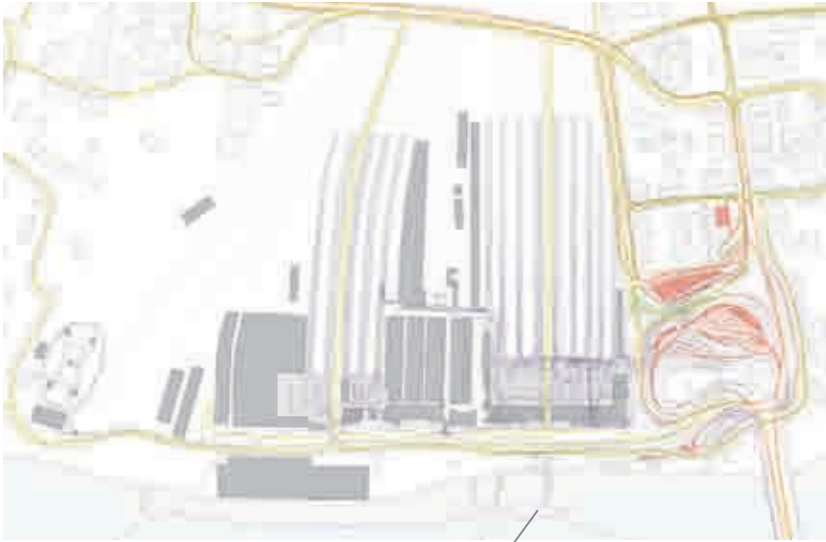




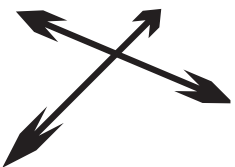
Tracks







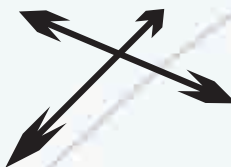
Sidewalks



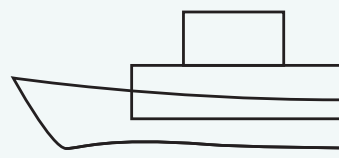


- Buses
- Cabs
- Moto Rickshaw
- Cycle Rickshaw
- Passengers
- Ships

**Cycle Rickshaw**  
**5.- Rs to the jettys**  
**= 0.11 .CHF**



# Moving





**Motor Rickshaw**  
2.- Rs to Howrah  
= 0.05 .CHF



**Train**  
760.- Rs/1000 km  
= 18 .CHF



**Bus**  
4.- Rs to Kolkata  
= 0.10 .CHF



**Cab**  
30.- Rs to Kolkata  
= 0.80 .CHF

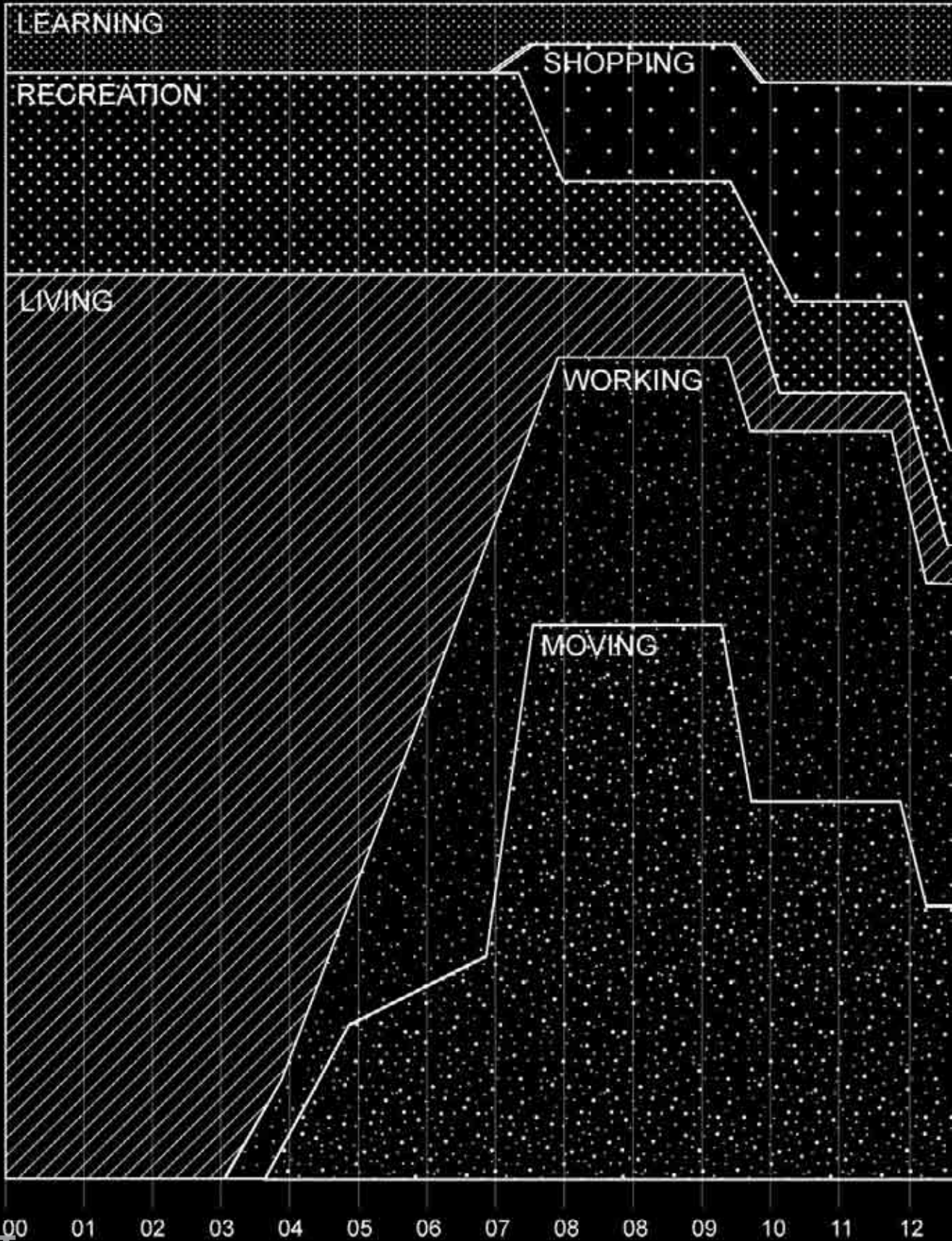


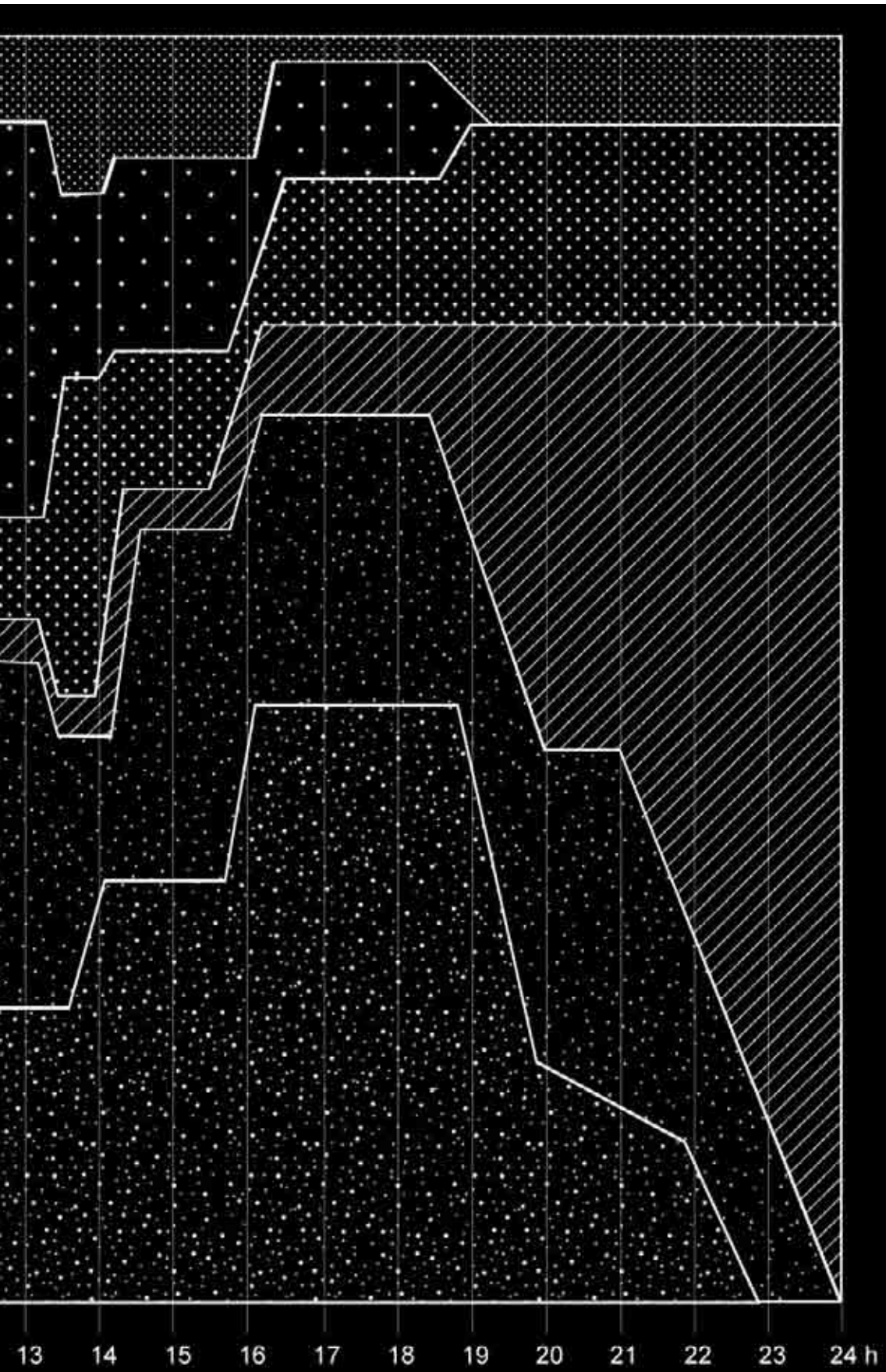
**Boat**  
4.- Rs to Kolkata  
= 0.10 .CHF



### **2.3. Intensities of Activities during one Day**

Howrah Station offers with its structures all 6 activities required that confirm the Station in being a city. But the time factor remains unattended. When does one activity take place and how present is it compared to the others? Could it be, for example, as our city is actually a station, that entertainment is more present than in a conventional city as for example in a shopping centre?





Not surprisingly for a station, the moving activity is highly present from 4 o'clock in the morning. More astonishing may be the permanent presence of the living activity.

The diagram shows the 6 activities during one day. Each stripe shows how much every activity takes part at the whole presence in the related hour.



# 3 Links & Relations





### **3.1. The Actors**

The Visitor Mallika  
The Commuter Purnendu  
The Police Agent Lokprakash  
The Orphan Dinanath



Mallika  
teacher living in Delhi



Purnendu  
commuter living in Bardhaman

The Actors



Lokprakash  
police agent living in Kolkata



Dinanath  
12 year old boy living in Howrah Station



### 3.3. The Actors

The Visitor Mallika  
The Commuter Purnendu  
The Police Agent Lokprakash  
The Orphan Dinanath

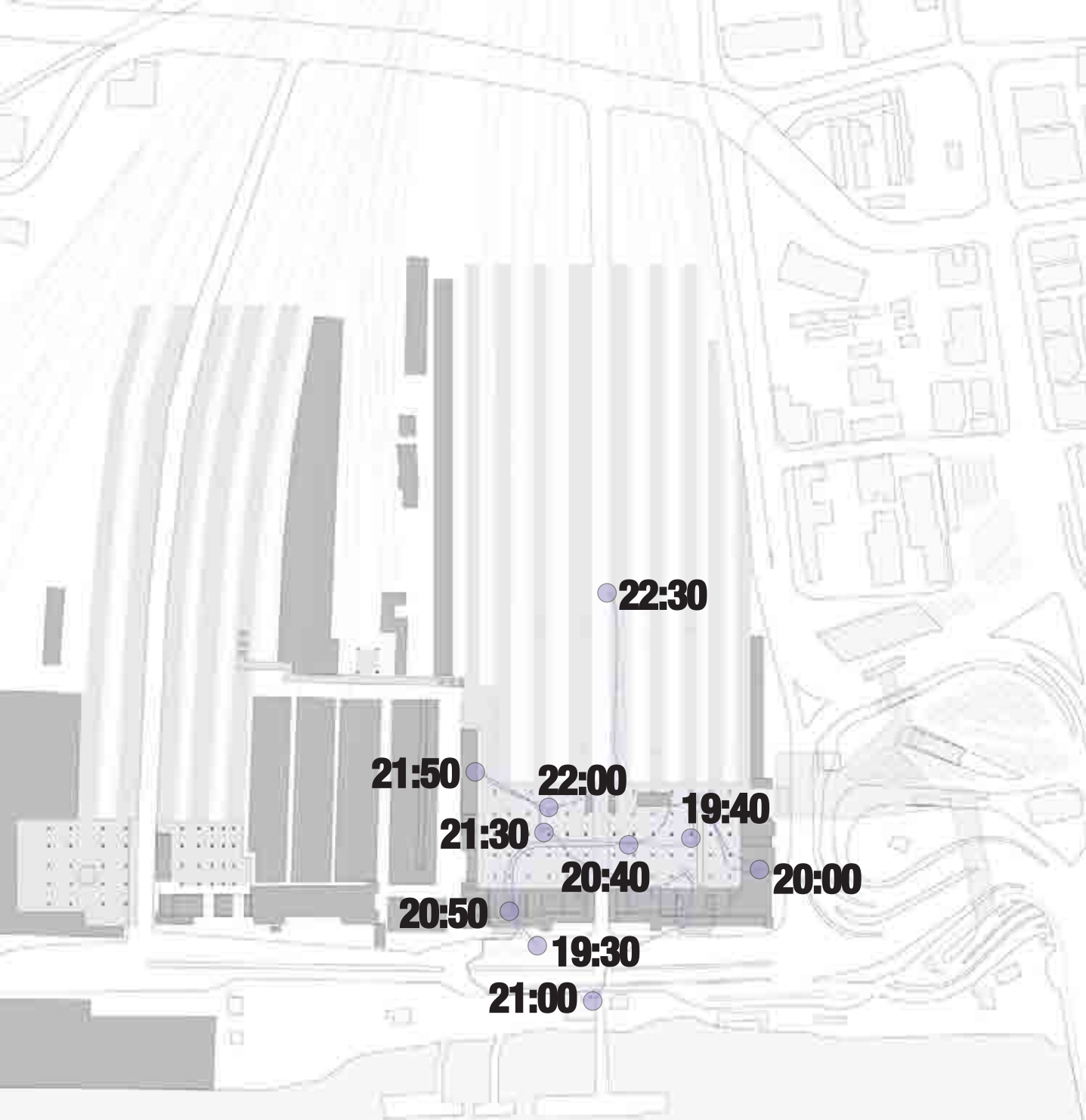


## Mallika

Coming only once a year from Delhi to Kolkata to visit her brother, Howrah Station means both to Mallika: Delight when she arrives and sorrow when she has to leave her brother again.

In case of eventual delays in the kolkatan traffic, Mallika arrives early at the station and plans to take some food and books for the travel at Howrah Station itself.

This time, the train has some delay and she takes advantage of the advertising structures the station offers.



● **22:30**

● **21:50**

● **22:00**

● **19:40**

● **21:30**

● **20:40**

● **20:00**

● **20:50**

● **19:30**

● **21:00**

19:30



19:40



20:00



20:40

20:50



21:50



22:00

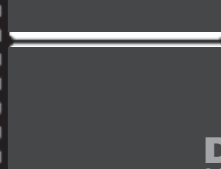
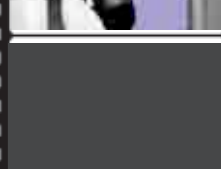


22:30



21:00

21:30





arriving at station by cab 19:30



books for travel 19:40



buying ticket 20:00





timetable check 20:40



calling mother 20:50



quickly a haircut 21:00





waiting 21:30



tempting food-chariots 21:50



advertising gambling machine 22:00





### 3.3. The Actors

The Visitor Mallika  
The Commuter Purnendu  
The Police Agent Lokprakash  
The Orphan Dinanath



## Purnendu

5 days a week, Purnendu is one of thousands of commuters passing Howrah Station at peak hours, when the density gets to it's almost 5 persons per square meter. He tries to go through the station as fast as possible, being channelled from the bulk of other commuters, he hasn't lots of possibilites to go astray. Coming back from his office in Kolkata, he mostly passes the bridge by foot, seeing the stagnant traffic besides. Often, his train is behind schedule, so he distracts himself with the food offer in front of the station, being starched to get into the fight to enter the waggon.



07:00

07:05

07:10

07:30

20:50

20:00

20:30

18:50

19:30

18:20

18:40

18:00

07:00



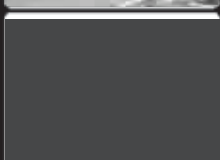
07:05



07:10



07:30



18:00



18:20



18:40



18:50



18:50



19:30



20:00



20:30



20:50





arrival 07:00



quick tea 07:05



restroom behind busstop 07:10





bus to office 07:30



walk to station 18:00



ticket renewal 18:20





spontaneous buy 18:40



train's late 18:50



Caption  
sub-text - description watching while waiting 19:30



little snack 20:00



some more 20 min 20:30



back for home 20:50





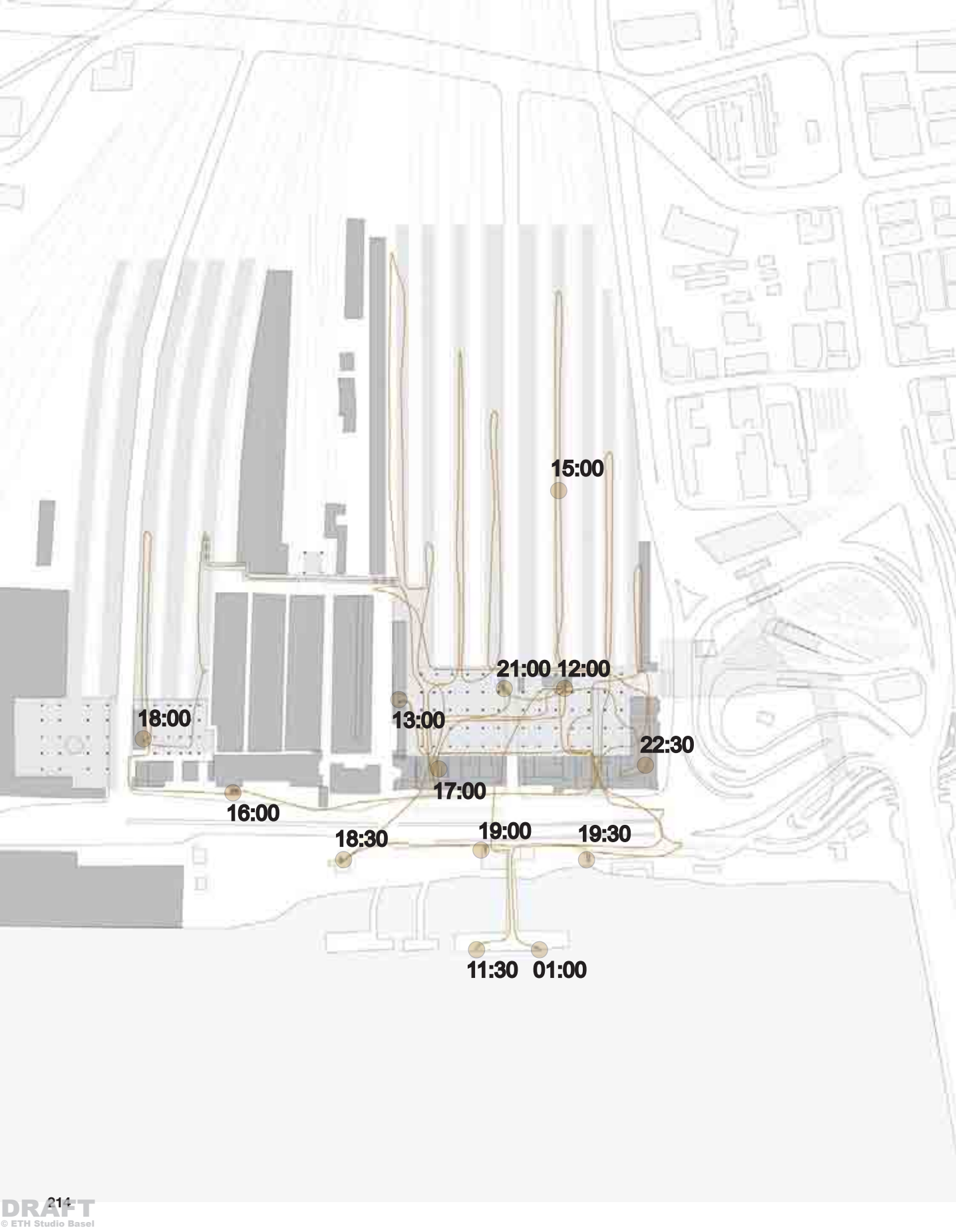
### 3.3. The Actors

The Visitor Mallika  
The Commuter Purnendu  
The Police Agent Lokprakash  
The Orphan Dinanath



## Lokprakash

For Lokprakash, Howrah Station is a workplace for itself. As a Police Agent, he's observing it closely, and tries to see conspicuous things through the crowds and into the many rooms and spaces in Howrah Station. Having different shifts during the week, he knows it in all conditions and daytimes.



11:30



12:00



13:00



15:00



16:00



17:00



18:00



18:30



19:00



19:30



21:00



22:30



01:00





arrival 11:30



office check 12:00



lunch 13:00





surveillance 15:00



surveillance 16:00



Caption  
office check 17:00





office check 18:30



protection division 18:00



sub-text - description -

personal settlement 19:00



dinner 19:30



surveillance 21:00



Caption  
empty station 22:30









### 3.3. The Actors

The Visitor Mallika  
The Commuter Purnendu  
The Police Agent Lokprakash  
The Orphan Dinanath

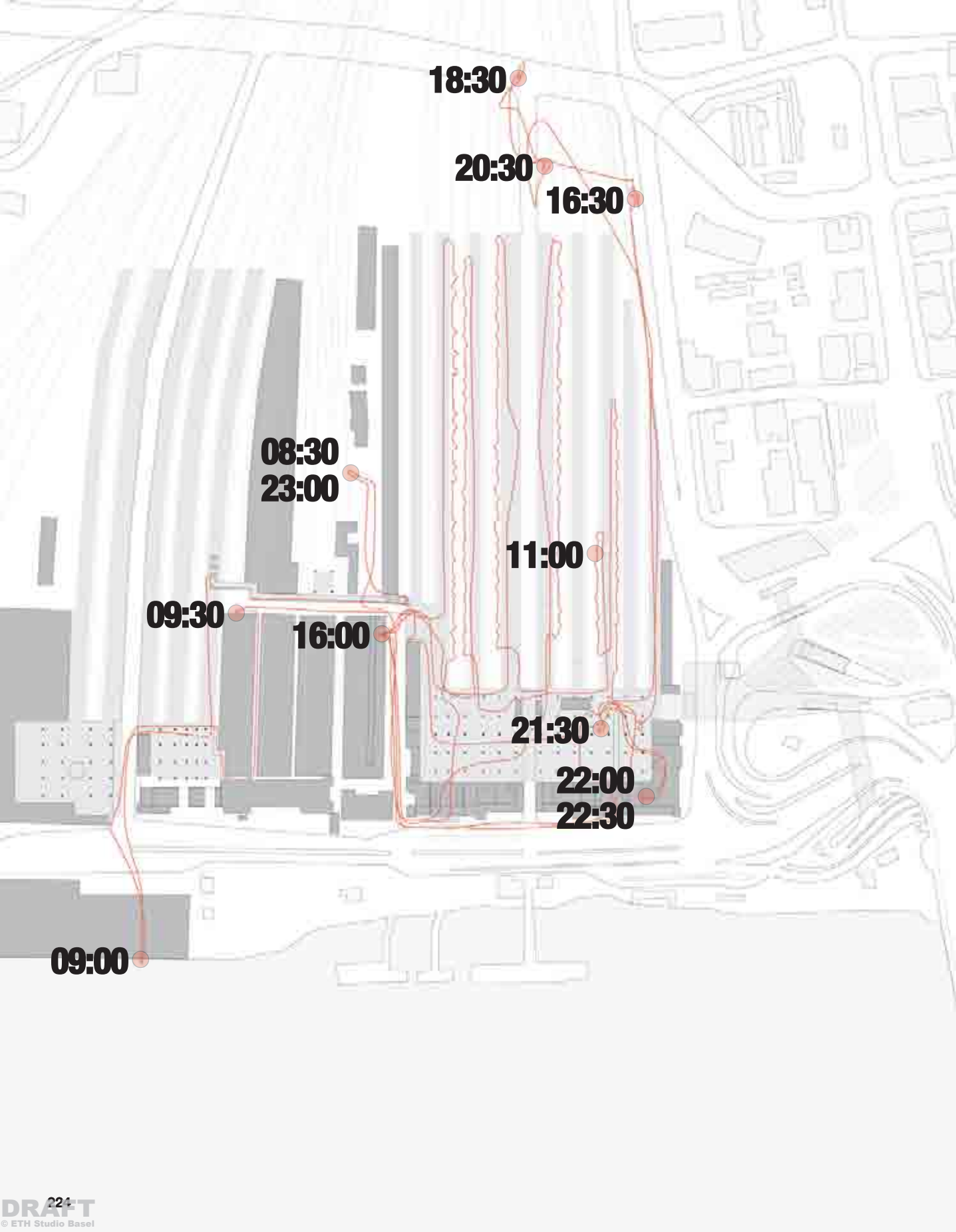


## Dinanath

For Dinanath, Howrah Station means even more than a mere workplace. He is one of hundreds of children, taking care of oneself having lost their parents or coming from very poor families.

Dinanath knows Howrah Station like the back of his hand. He came here 5 years ago and found refuge at the station's SEED school or other companions in misfortune. Necessity is the mother of invention and Howrah Station offers to him the possibility to survive.

Dinanath and his fellows live in between legality and illegality. Begging for example is not allowed but many abandoned places are not steadily controlled and are occupied as living spaces.



**18:30**

**20:30**

**16:30**

**08:30**

**23:00**

**11:00**

**09:30**

**16:00**

**21:30**

**22:00**

**22:30**

**09:00**



23:00



08:30



09:00



09:30



11:00



16:00



16:30



18:30



20:30



21:30



22:00



22:30





waking up under the old track's shed 08:30



washing in hooghly river 09:00



drinking tea at friends stand 9:00



collects plastic bottles 11:00



refreshing at drinking space 16:00



orphan's school 16:30

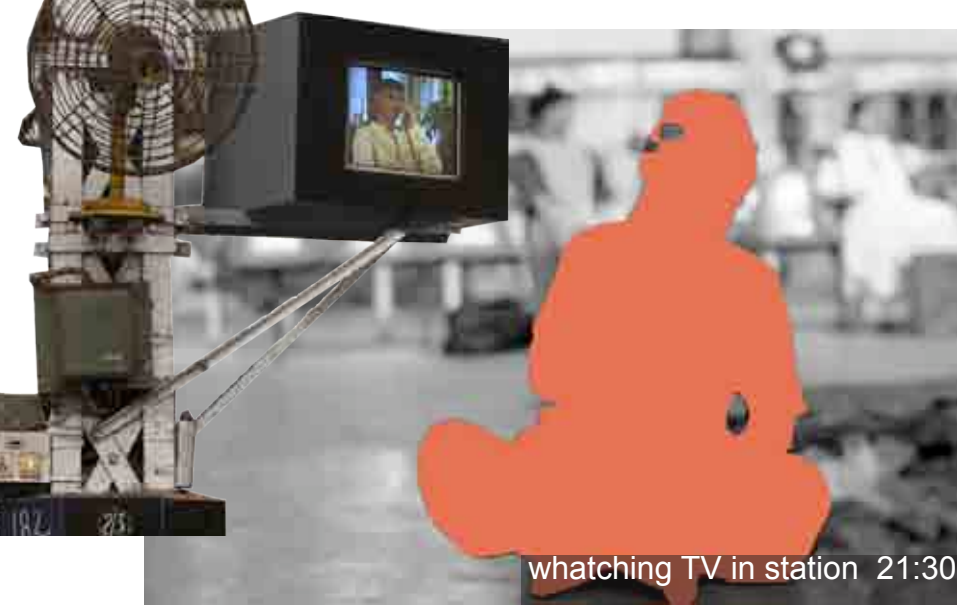


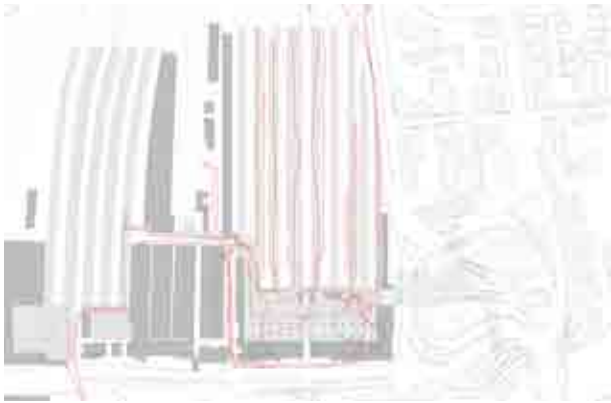


fishing with friends between tracks 18:30

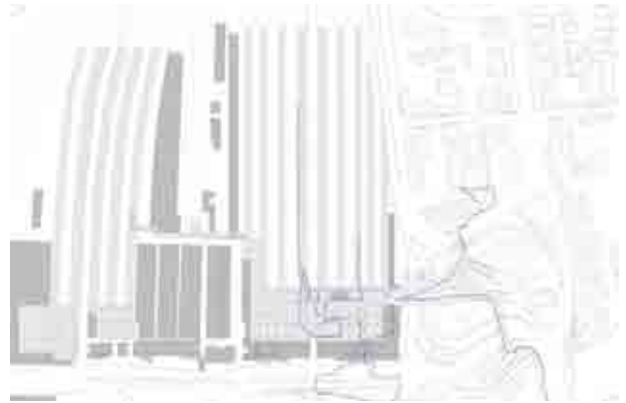


eating with a family 20:30





Orphan Dinanath



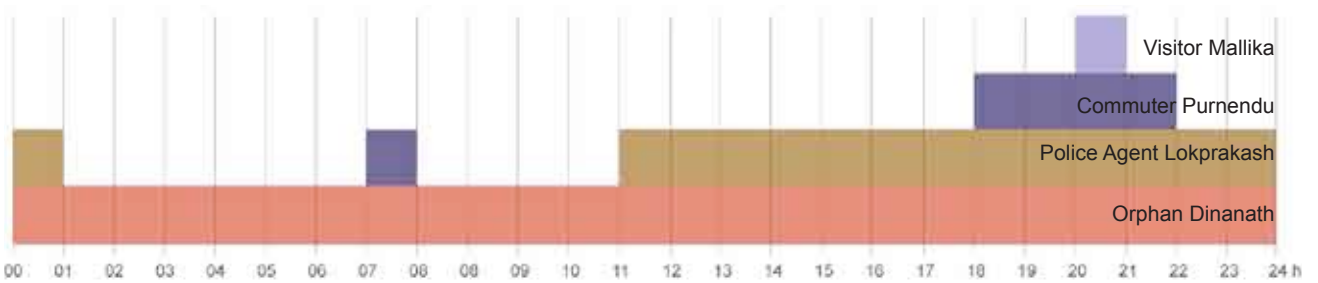
Commuter Purnendu



Visitor Mallika

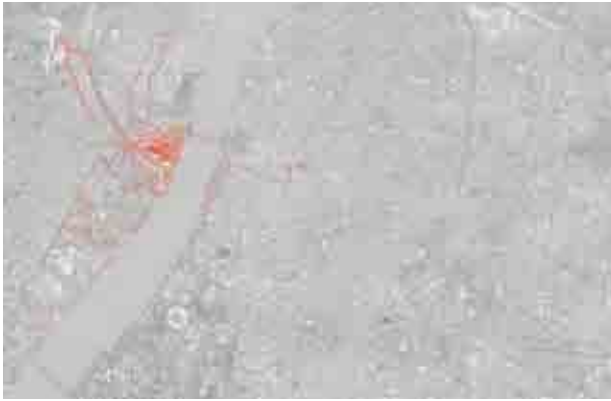


Police Agent Lokprakash  
Passages in one day in Howrah Station

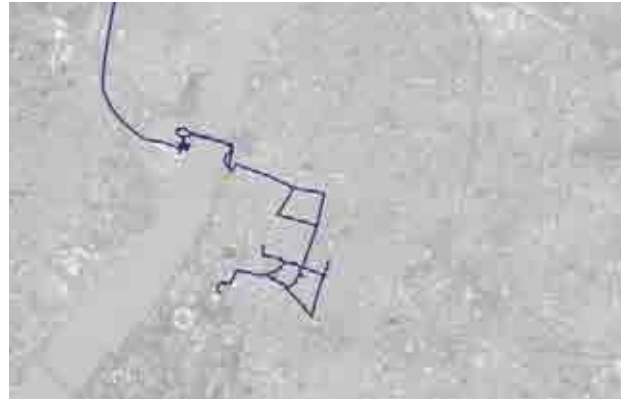


Appearances during one day in Howrah Station

During night time, workplaces close, stations close. Cities though stay awake. The example with Dinanath shows permanent usage of Howrah Station.



Orphan Dinanath



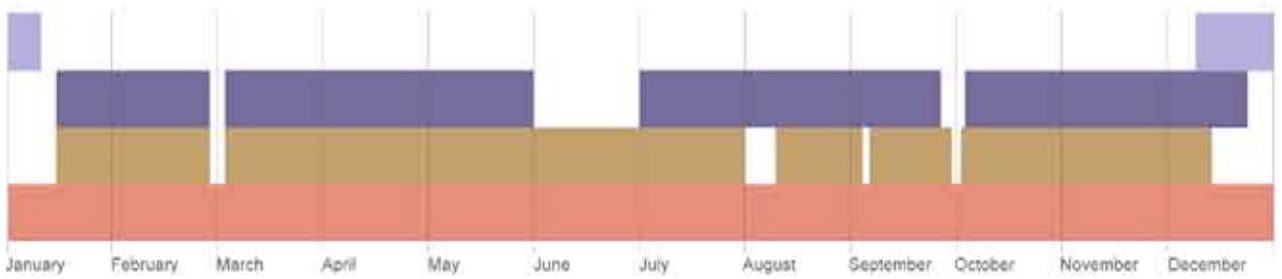
Commuter Purnendu



Visitor Mallika



Police Agent Lokprakash  
Passages during one year in Kolkata



Appearances during one year in Howrah Station

Person 6  
coming from: Uluberia  
reason: work in hospital  
duration of stay: min. 7 hours  
frequency of commuting: 6 days a week

name:Rajni  
age: 46  
coming from:Jaipur  
stays in: Tata  
reason: going home after visiting children who study in Jaipur,via Kolkata,No direct train from Jaipur  
frequency of commuting: 3 times a year

Person 1  
coming from: Kanpur Allahbad  
reason: Football tournament  
duration of stay: 10 days  
frequency of commuting: first visit

Person 7  
coming from: Howrah  
going to: Uluberia  
reason: work  
duration of stay: 10 hours  
frequency of commuting: 5 days a week

name:Santosh Kumar Das  
age: 16  
going to:Indore (Madhya P  
stays in: Kolkata  
reason: vacations  
frequency of commuting: 3  
for 10-15 days

Person 3  
coming from: Kharagpur  
reason: Business  
duration of stay: 4 hours  
frequency of commuting: 7 days a week

Person 2  
coming from: Allahbad  
reason: Mother's death  
duration of stay: no idea  
frequency of commuting: occasionally

name:B.K.Basu  
age: 56  
coming from:Kamarkundu  
stays in: Kamarkundu  
reason: office in Kolkata,Dalhousie  
frequency of commuting: 6 days a week

Person 4  
coming from: Konnogar  
reason: office  
duration of stay: 7 - 8 hours  
frequency of commuting: 6 days a week

name:Swati Samanta  
age:32  
coming from: Bagnan  
stays in: Uttarpara  
reason: teaches in Kolkata,schoolteac  
frequency of commuting: 6 days a week

name:Biman Shau  
age:42  
going to: Malda  
stays in: Kolkata  
reason: To take care of sick relative  
frequency of commuting: once in 2 months

Person 5  
coming from: Hooghly  
reason: college  
duration of stay: 10 hours  
frequency of commuting: 5 days  
for college, 2 days for tuition

name:Shalini Sethia  
age:23  
coming from: Bangalore  
stays in: Patna  
reason: works in a software firm in Bangalore,going home for vacation had to stop in Kolkata as there are no direct flight from B'lore  
frequency of commuting: twice a year



Based on observations in and around the station  
the stories above are invented.

However, we got in touch shortly with passengers  
going through the entrance hall. It has been a saturday  
morning around 11 o'clock.

name:Manju Dasv  
age: 40  
coming from:Midnapore  
stays in: Kolkata  
reason: Business there and here  
frequency of commuting: 2 times a week

radesh)

times a year,stays

name:Mansa Singh  
age: 35  
going to:Benaras via Mughalsarai  
stays in: Kolkata  
reason: They have a house there too,business  
here  
frequency of commuting: 1-2 times a year,stays  
one week

her  
ek

name:Sarita Roy  
age: 25  
going to:Satna (Madhya Pradesh)  
stays in: Kolkata  
reason: houswife,going to visit parents  
from in-laws place  
frequency of commuting: once a year  
and stays there for a month

name:Amrit  
age: 23  
going to:Patna  
stays in: Patna  
reason: going home for vacations,studies here  
frequency of commuting: 2 times a year

Passenger enquiries  
Saturday, 25. october 2008,11:00



### **3.2. Help & Support**

Security & the Station's Concessions  
A new home: SEED



शुभ अपराधियों के फोटोग्राफ  
(रुग्णों की गैलरी)  
भारत सरकार, गोरखपुर, उत्तर प्रदेश

अपराधिक दीर्घा  
ROGUES GALLERY

PHOTOGRAPHS OF RLY. CRIMINALS (ROGUES GALLERY)

R.P.F. / HWG + POST / E.RLY. HOWRAH (1)

Photograph Box at the Howrah Station's Security Post

## BHOLU'S INVALUABLE ADVICE

"Travelling without a ticket  
May land you on  
a sticky wicket"



### Remember !

**Ticketless travel is a  
punishable offence and  
minimum fine is now**

**R:-250/-**



Whenever you  
are travelling, make  
sure you have a valid ticket bought from Railway  
Booking Counters or authorised travel agents. If  
you are caught without one, it may result in loss  
of prestige, detrainment, heavy fines or even jail.



#### **An appeal to our bonafide passengers :**

**A ticketless passenger shares your amenities and comfort  
during travel for which a bonafide passenger like you has  
paid for. Don't let others travel without ticket and deprive you  
of your comfort at your cost.**

**EASTERN, EAST CENTRAL & NORTHEAST FRONTIER RAILWAYS**

Wish you a Happy Journey

Safety, Security & Punctuality

Is Our Motto

### Disclaimer

Every attention is paid to ensure punctuality of trains as published in this Time Table as far as practicable. It may be appreciated that there are many extraneous factors, not under the control of the Railway Administration e.g. tampering with tracks, signalling, chain pulling apparatus, public agitations, law and order issues, inclement weather etc. which affect the Railway operations adversely. These do have chain repercussions. The administration, hence, does not guarantee that the trains will always start or arrive at the time specified in the Time Table, nor will they be accountable for any loss, inconvenience or injury that may arise from delays or detentions. The right to stop the trains at any station on the line, although not marked as a stopping station, is reserved. Every effort is made to inform the travelling public about unforeseen changes in schedules through Notice Board at stations, Public Address System at stations, Railway Enquiry System etc.

The inter station distances shown in the Time Table are only indicative and may vary in certain cases with actual chargeable distances.

As such these can not be viewed as a part of contract between Indian Railways and travelling public. The Railway Administration disclaims liability for any inconvenience, expense or damage resulting from errors in this Time Table or from delayed/cancelled trains.

**ANY UNCLAIMED OBJECT LYING IN RAILWAY  
STATION OR IN TRAIN COULD BE A**

**"PLEASE REPORT LOST OR MISPLACED  
ARTICLES LEFT ON TRAINS OR AT STATIONS  
TO THE RAILWAY AUTHORITIES"**



**DO NOT TOUCH ANY UNCLAIMED  
ARTICLE — IT MAY BE A BOMB.  
INFORM POLICE/RAILWAY PERSONNEL**

**Arrive at the Station well in advance to avoid last minute rush.  
Remember, boarding or disembarking from  
A moving Train can endanger your life.**

**DON'T BE DUPED BY TOUTS  
COME TO THE RAILWAY COUNTERS**

**CHECK YOUR TICKET  
AT THE BOOKING COUNTER**

**"Travelling without a ticket  
may land you on a sticky wicket"  
REMEMBER!  
Ticketless Travel is a punishable offence  
And minimum penalty is Rs. 250/-**

**AVIOD FOOT BOARD OR DOOR TRAVEL.  
WATCH YOUR STEP WHILE BOARDING OR LEAVING THE TRAIN**

**"COME.....LET US ALL HELP TO KEEP THE RAILWAY CLEAN"**

**WE STRIVE HARD TO RUN TRAINS ON TIME.  
HELP US TO SERVE YOU BETTER.**

### APPLICATION FOR REFUND OF FARE

Chief Commercial Manager (Refunds), E. Ry., C.D. Ry., N.F. Ry.

1. The TDR was issued on introduction of the above mentioned tickets at \_\_\_\_\_ Railway Station.

2. Reason for cancellation of journey \_\_\_\_\_

3. Name of passengers for whom the refund was issued: 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ 4. \_\_\_\_\_

4. Out of the above persons, the persons at S. No. \_\_\_\_\_ to \_\_\_\_\_ included from \_\_\_\_\_ station to \_\_\_\_\_ station.

5. Additional Information, if any: \_\_\_\_\_

6. I request that the refund due under the rules, may please be sent to me at my following address. Name of the Railway Station serving my place of residence at \_\_\_\_\_

7. Preferable mode of payment: Station Pay Order/Cheque/bank/By Order. (Tick mark any one)

8. Full Postal Address: \_\_\_\_\_ Signature of Claimant \_\_\_\_\_

9. (in case bank address) \_\_\_\_\_ Name in block letters \_\_\_\_\_ Date: \_\_\_\_\_

**TICKET DEPOSIT RECEIPT**

Date \_\_\_\_\_ Time \_\_\_\_\_

1. Ticket No. \_\_\_\_\_

2. Train No. \_\_\_\_\_

3. Width of issue: Station to \_\_\_\_\_

4. Supplementary Class \_\_\_\_\_

5. Reason for refund: \_\_\_\_\_

Received TOR \_\_\_\_\_

Director's Signature \_\_\_\_\_ Name \_\_\_\_\_

**GUIDELINES FOR PASSENGERS**

- The passenger is required to send an application for refund (in the application form) to the Chief Commercial Manager (Refunds) at the address printed on the top of the TDR. The request, in original, must be received. The application must reach the concerned office at the earliest, but not later than 60 days from the date of journey.
- The certificate issued by TTE/Conductor for lower class travel, A/R status, loss of ticket or carriage travelling, etc. are not to be enclosed in original with the application.
- A fee of Rs. 100 is to be paid by the passenger to the office where the application is to be registered and a bank account of the passenger is to be provided.
- Refund is granted through station pay order (to be availed at station) or Credit Certificate. Station pay Order is restricted to persons who reside only within the jurisdiction of refunding railway. However, Money Order and Credit Certificate are issued to persons who are residing within as well as outside the jurisdiction of refunding railway. On receipt of Pay Order, the passenger should apply the same at concerned station for availing same with the stipulated period along with proof of need for journey such as Family Card/Working License/Passport/Income Card, etc. In case the applicant needs to collect money through his/her representative, appropriate authorization should be made and the authorized person should carry proof of identity of the loss of document.

### REFUND RULES

1. Refund shall be given on cancellation of reserved and partially reserved tickets, after deduction of cancellation charges. The fee shall be refund on cancellation (partial, withdrawal and RAC Status) tickets, but not on non-RAC tickets. The refund shall be accompanied by a prescribed form which shall be submitted to the concerned office of the railway. Depending on the mode of refund, a percentage of the fee will be deducted as cancellation charge. These are given in the following table:

NATURE OF TICKET	TIME LIMIT FOR CANCELLATION OF TICKET	CANCELLATION CHARGE PER PASSENGER
Unreserved (General) Tickets	Within 2 hrs. after the actual departure of the train	Rs. 10
Unreserved Tickets issued for the day of issue	Within 3 hrs. after the departure of the last train of the day for that destination	Rs. 10
Unreserved Seasonal Tickets	More than 24 hrs. before the scheduled departure of the train	Rs. 30; AC-1 Class/1st class Rs. 60; AC-2 1st & 2nd Rs. 40; General Class Rs. 20; Second Class Rs. 10
Unreserved Reserved Tickets	Within 72 hrs. and upto 4 hrs. before the scheduled departure of the train	50% of the fare paid
Unreserved Reserved Tickets	Less than 4 hrs. before the scheduled departure of the train and	
	After actual dep of train	For a distance of 1000-2000 km.
	Upto 2 hrs	200-1000 km.
	Upto 2 hrs	200-500 km.
	Upto 12 hrs	Over 500 km.
Unreserved Reserved / RAC Status	After actual dep of train	For a distance of 1000-2000 km.
	Upto 2 hrs	200-1000 km.
	Upto 2 hrs	200-500 km.
	Upto 12 hrs	Over 500 km.

10. Cancellation Charges will depend on time of cancellation and amount applicable to reserved tickets will be levied as follows: (a) Rs. 20/- will be levied for unreserved journey (b) 50% of the fare for the unreserved ticket of the journey, when cancelled.

11. The time limit for availing benefits for covering the cancellation charges as mentioned above shall be 24 hours within the unexpired validity of the ticket.

12. The time limit for availing benefits for covering the cancellation charges as mentioned above shall be 24 hours within the unexpired validity of the ticket.

### CONCESSION CERTIFICATE

APPENDIX - 1/47 (Concession to totally Deaf and Dumb Persons) (Rule No 101, Serial No. 28)

Form for the purpose of grant of rail concession to totally deaf and dumb persons (both afflictions together in the same person) to be used by the Government Doctor.

This is to certify that Sr./Smt. \_\_\_\_\_ whose particulars are furnished below, is a TOTALLY DEAF & DUMB PERSON.

Particulars of the totally deaf & dumb person.

(a) Address \_\_\_\_\_ (b) Father's / Husband's Name \_\_\_\_\_ (c) Age \_\_\_\_\_ (d) Sex \_\_\_\_\_

(e) Signature or left thumb impression of the Mentally Retarded person.

Signature of the Government Doctor \_\_\_\_\_

Date \_\_\_\_\_

Clear seal of the Government Hospital/Clinic.

Note: 1) Certificate should be issued only to those totally deaf and dumb persons (both afflictions together in the same person). The photo must be signed and stamped in such a way that doctor's signature and stamp appears partly on the photo and partly on the certificate.

2) The certificate is valid for five years from the date of issue. In case of temporary disability, the certificate is valid for one year from the date of issue. A photostat copy of this certificate is accepted for the purpose of grant of concession. The original certificate will have to be produced for inspection at the time of purchase of concessional ticket and during the journey, if demanded.

3) No alteration in the form is permitted.

APPENDIX - 1/48 (Concession to Orthopaedically Handicapped/Paraplegic Person/Patient) (Rule No 101, Serial No. 25)

Form for the purpose of grant of rail concession to Orthopaedically Handicapped/Paraplegic person/patient to be used by the Government Doctor.

This is to certify that Sr./Smt. \_\_\_\_\_ whose particulars are furnished below, is a bonafide Orthopaedically handicapped/paraplegic person/patient and CANNOT TRAVEL WITHOUT ASSISTANCE OF AN ESCORT. Particulars of the orthopaedically handicapped / paraplegic person / patient

(a) Address \_\_\_\_\_ (b) Father's / Husband's Name \_\_\_\_\_ (c) Age \_\_\_\_\_ (d) Sex \_\_\_\_\_ (e) Nature of functional handicap to be written by the doctor whether the disability is temporary or permanent.

(f) Causes of loss of functional capacity \_\_\_\_\_ (g) Signature or thumb impression of the Orthopaedically Handicapped/Paraplegic person/patient (Not necessary for those whose both hands are missing or non functional)

Signature of the Government Doctor \_\_\_\_\_

Date \_\_\_\_\_

Clear seal of the Government Hospital/Clinic. Seal containing Full name and Regn No of the doctor.

Note: 1) Certificate should be issued only to those Orthopaedically Handicapped/Paraplegic person/patient who CANNOT TRAVEL WITHOUT ASSISTANCE OF AN ESCORT. The photo must be signed and stamped in such a way that doctor's signature and stamp appears partly on the photo and partly on the certificate.

2) In case of temporary disability, the certificate will be valid for five years from the date of issue. In case of permanent disability, the certificate will remain valid for (a) five years in case of persons up to the age of 25 years (b) ten years in case of persons in the age group of 26 to 38 years (c) in case of persons above the age of 35 years the certificate will remain valid for whole life of the concerned person. After expiry of the certificate, the person is required to obtain a fresh certificate. A photostat copy of this certificate is accepted for the purpose of grant of concession. The original certificate will have to be produced for inspection at the time of purchase of concessional ticket and during the journey, if demanded.

3) No alteration in the form is permitted.

### CONCESSION CERTIFICATE

APPENDIX - 1/48 (Mentally Retarded Persons) (Rule No 101, Serial No. 29(1))

Form for the purpose of grant of rail concession to Mentally Retarded persons to be used by the Government Doctor.

This is to certify that Sr./Smt. \_\_\_\_\_ whose particulars are furnished below, is a bonafide Mentally Retarded person and CANNOT TRAVEL WITHOUT AN ESCORT.

Particulars of the Mentally Retarded person.

(a) Address \_\_\_\_\_ (b) Name \_\_\_\_\_ (c) Age \_\_\_\_\_ (d) Sex \_\_\_\_\_ (e) Mentally Retarded person.

Signature of the Government Doctor \_\_\_\_\_

Date \_\_\_\_\_

Clear seal of the Government Hospital/Clinic. Seal containing Full name and Regn. No of the Doctor.

Note: 1) Certificate should be issued only to those Mentally Retarded persons WHO CANNOT TRAVEL WITHOUT AN ESCORT. The photo must be signed and stamped in such a way that doctor's signature and stamp appears partly on the photo and partly on the certificate.

2) The certificate is valid for five years from the date of issue. After expiry of the period of validity of the certificate, the person is required to obtain a fresh certificate. A photostat copy of this certificate is accepted for the purpose of grant of concession. The original certificate will have to be produced for inspection at the time of purchase of concessional ticket and during the journey, if demanded.

3) No alteration in the form is permitted.

APPENDIX - 1/13 (Concession to completely Blind Persons) (Rule No 101, Serial No. 9(1) & 9(2))

Form for the purpose of grant of rail concession to completely blind persons to be used by a Registered Medical practitioner/Doctor, Director/Head of the Institution for the blind recognised by Ministry of Welfare, Govt. of India, or Social Welfare Deptt. of the concerned State Government.

This is to certify that Sr./Smt. \_\_\_\_\_ whose particulars are furnished below, is a completely blind person.

Particulars of the completely blind person.

(a) Address \_\_\_\_\_ (b) Father's / Husband's Name \_\_\_\_\_ (c) Age \_\_\_\_\_ (d) Sex \_\_\_\_\_ (e) Signature \_\_\_\_\_

Signature of the Government Doctor \_\_\_\_\_

Date \_\_\_\_\_

Clear seal of the Government Hospital/Clinic. Seal containing Full name and Regn. No of the Doctor/Head of the Institution for the blind recognised by the Government.

Note: 1) Certificate should be issued only to those completely blind persons who CANNOT TRAVEL WITHOUT ASSISTANCE OF AN ESCORT. The photo must be signed and stamped in such a way that doctor's signature and stamp appears partly on the photo and partly on the certificate.

2) The certificate is valid for five years from the date of issue. After expiry of the period of validity of the certificate, the person is required to obtain a fresh certificate. A photostat copy of this certificate is accepted for the purpose of grant of concession. The original certificate will have to be produced for inspection at the time of purchase of concessional ticket and during the journey, if demanded.

3) No alteration in the form is permitted.



**APPLICATION FOR COMPENSATION CLAIM**  
**APPLICATION FOR COMPENSATION CLAIM FOR DEATH/INJURY ETC. IN ACCIDENT TO TRAIN OR**  
**UNTOWARD INCIDENT)**

Form for the purpose of grant of compensation in respect of the grant of compensation for the injury sustained by the person injured in an accident to train or untoward incident.

Stamp of the RT Centre

Form for the purpose of grant of compensation in respect of the grant of compensation for the injury sustained by the person injured in an accident to train or untoward incident.

Stamp of the RT Centre

**Concession Certificate (AIDS Patient)**  
**(for Out ward journey)**

Form for the purpose of grant of Rail Concession to AIDS patient to be used by Officer-in-charge of the Retroviral Therapy (ART) Centre.

This is to certify that Mr./Mrs. \_\_\_\_\_, whose particulars are furnished below, is suffering from AIDS and is required to travel from \_\_\_\_\_ (station) to \_\_\_\_\_ (station) for treatment at \_\_\_\_\_ ART Centre.

**Concession Certificate (AIDS Patient)**  
**(for Out ward journey)**

Form for the purpose of grant of Rail Concession to AIDS patient to be used by Officer-in-charge of the Retroviral Therapy (ART) Centre.

This is to certify that Mr./Mrs. \_\_\_\_\_, whose particulars are furnished below, is suffering from AIDS and is required to travel from \_\_\_\_\_ (station) to \_\_\_\_\_ (station) for treatment at \_\_\_\_\_ ART Centre.

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Stamp of the RT Centre

**CONCESSION CERTIFICATE**  
**Appendix 1/54 (Concession for Heart Patients)**  
**(Rule No.101, Serial No. 41)**  
**CONCESSION CERTIFICATE**

Form for the purpose of issue of Rail Concession to Heart Patients to be used by the Officer-in-charge of the Hospital/Institute.

This is to certify that Shri/Smt. \_\_\_\_\_ whose particulars are furnished below, is a bonafide heart patient and is required to travel alone or with escort from \_\_\_\_\_ (station) to \_\_\_\_\_ (Station). The patient has secured admission for heart operation at \_\_\_\_\_ Hospital.

Particulars of the heart patient:  
 A) Age \_\_\_\_\_ B) Sex \_\_\_\_\_  
 Signature \_\_\_\_\_  
 (Officer-in-charge of the Hospital/Institute)

Stamp of the Hospital/Institute

**Appendix 1/55 (Concession for Heart Patients)**  
**(Rule No.101, Serial No. 41)**  
**CONCESSION CERTIFICATE**

Form for the purpose of issue of Rail Concession to Heart Patients to be used by the Officer-in-charge of the Hospital/Institute.

This is to certify that Shri/Smt. \_\_\_\_\_ whose particulars are furnished below, is a bonafide heart patient and is required to travel alone or with escort from \_\_\_\_\_ (station) to \_\_\_\_\_ (Station) for heart operation at \_\_\_\_\_ Hospital.

Particulars of the heart patient:  
 A) Age \_\_\_\_\_ B) Sex \_\_\_\_\_  
 Signature \_\_\_\_\_  
 (Officer-in-charge of the Hospital/Institute)

Stamp of the Hospital/Institute

**CONCESSION CERTIFICATE**  
**Appendix 1/17 (Concession for Cancer Patients)**  
**(Rule No.101, Serial No. 11)**  
**CONCESSION CERTIFICATE**

Form for the purpose of issue of Rail Concession to Cancer Patients to be used by the Officer-in-charge of the Hospital/Institute.

This is to certify that Shri/Smt. \_\_\_\_\_ whose particulars are furnished below, is a bonafide cancer patient and is required to travel from \_\_\_\_\_ (station) to \_\_\_\_\_ (Station). The patient has secured admission for treatment / is travelling to \_\_\_\_\_ Hospital / Cancer Institute.

Particulars of the cancer patient:  
 A) Age \_\_\_\_\_ B) Sex \_\_\_\_\_  
 Signature \_\_\_\_\_  
 (Officer-in-charge of the Hospital/Institute)

Stamp of the Hospital/Institute

**Appendix 1/18 (Concession for Cancer Patients)**  
**(Rule No.101, Serial No. 11)**  
**CONCESSION CERTIFICATE**

Form for the purpose of issue of Rail Concession to Cancer Patients to be used by the Officer-in-charge of the Hospital/Institute.

This is to certify that Shri/Smt. \_\_\_\_\_ whose particulars are furnished below, is a bonafide cancer patient and is required to travel from \_\_\_\_\_ (station) to \_\_\_\_\_ (Station) for discharge from/after re-examination/periodical check up at \_\_\_\_\_ Cancer Hospital / Cancer Institute.

Particulars of the cancer patient:  
 A) Age \_\_\_\_\_ B) Sex \_\_\_\_\_  
 Signature \_\_\_\_\_  
 (Officer-in-charge of the Hospital/Institute)


Stamp of the Hospital/Institute

Concession forms from the Eastern Zone Timetable of July 2008



### **3.2. Help & Support**

Security & the Station's Concessions  
A new home: SEED



“SEED was founded in 1991 with its primary objective being the development of the slum dwellers of Howrah. Since 1998 they recognised the need to work with children on the streets and platforms of Howrah and subsequently have a drop-in centre, girls’ night shelter, a half way home and a boys’ night shelter.

**Drop-in centre:**

Based in premises just outside Howrah Station, the drop-in centre is visited by approximately 100 children. Teachers and social workers provide non-formal education, food, clothing, healthcare, counselling and recreation.

**Girls’ night shelter:**

Housed in a local private community school, the shelter operates between the hours of 6pm and 8pm daily for approximately 50 girls. The shelter started with the purpose of providing shelter for young girls aged between 3 to 16 found sleeping at Howrah Station. Over the years a considerable number of the girls attending are from the local slum area, involved in domestic labour. The girls use the shelter at night as protection from possible sexual and physical abuse at home. Two social workers provide a hot meal, bath and clean clothing to the girls on arrival. They are then offered counselling, sexual and hygiene healthcare, informal education, recreation and sleeping facilities. SEED also run parent meetings, which encourage education and discourage child labour.

**Half way home:**

In 2002 SEED started operating a night shelter for boys near Howrah Station. A need was identified for a place for about 25 boys where a secure lifestyle was possible. The home was started in February 2003. Most of the 15 boys staying here have been referred by the night shelter. Nine of them have been enrolled into formal school and the others are receiving non-formal education at the home.”

<http://www.railwaychildren.org.uk>



Many children, having to leave their homes for any possible reasons, end up at Howrah Station, finding a new shelter.

Advantages here are the initiatives from societies such as SEED (Society for Educational and Environmental Development) who has as objective to give a shelter and educational facilities to children. Not only those living in the station itself but also to slum dweller's offsprings.

But Howrah Station also became a centre of attraction to people coming from the countryside and work at Kolkata or Howrah. It's specially them who take advantage of the structures of the Station, often abandoned, to find a place to sleep. Over the years this created communities, shearing a common destiny.

More than 30% of Kolkatan inhabitants live in slum areas and a even higher percentage in Howrah. In Howrah Station this fact is perceptible as it assembled over the time many of those poor people, looking for possibilities to survive:

- Children go into trains, get left over plastic bottles and get some rupees for having them collected.
- Beggars, as in whole Kolkata and Howrah, have more chances to get some money as there are more foreigners who are willing to spend it.
- The amount of goods and the direct trade in situ give a active place with possibilities for a kind of income.



Howrah Station as an endpoint of a long railway track

### 3.1. Urban Factor



Howrah

Kolkata

Howrah Station just besides the Hooghly river forming a wide zone along it with only one connection to Kolkata with the Howrah Bridge. The former bridge was about 100 meters southwards. One can still see today the old Potoon Bridge's traces in the urban fabric: a straight street on the kolkatan side passes several hundred meter perpendicular to the river into the city; at the height of the northern end of the railway station.



1.000.000

1.300.000

4.000.000

4.500.000

Numbers of people in one day in Howrah, Kolkata and passing bridge and station.





Howrah Bridge serves Kolkata like an umbilical cord. Cropped from Western and Central India by the river, Kolkata, that has been the capital for almost 250 years, is feeded with a huge flux of passengers and goods coming from all over India.



The density in the station and on the bridge is drastic. It is like beeing infiltrated through a funnel

An aerial photograph of a city, likely Kolkata, India, showing a wide river (the Hooghly River) flowing through the urban landscape. The city is densely packed with buildings and infrastructure. The river is a prominent feature, curving through the city.

**16%**  
Scheduled Caste Population

**28%**  
Semipermanent Housing

Howrah District

vs Kolkata

Main Governmental Party  
**Congress Party**

Com

**7%**  
Graduated  
Educational Level

image of India's  
fomer capital of  
**Industry**



6%  
Scheduled Caste Population

8%  
Semipermanent Housing

Communist Party  
Main Governmental Party

19%  
Graduated  
Educational Level

image of India's capital of  
Culture

Howrah and Kolkata - the so called Twin Cities. In what way are they twins? In what way aren't they?

Geographically, they could be seen as mirrored, the river as an axis.

Many other similarities though are harder to find. Before having been to Kolkata, and only having a short glance on a google map, one could perceive it as a city with a river in it's middle. Dense housing is on both sides but they are not an entity. There are many and sometimes surprisingly big differences as showed one the map beside. Having passed shortly through Howrah, the difference to Kolkata was immediatly visible. Howrah seemed a rather smaller city, with mostly 3-4 level buildings. Also noticeable a very bad waste management - mostly rotting on the streets. Howrah counts 1 million inhabitants.

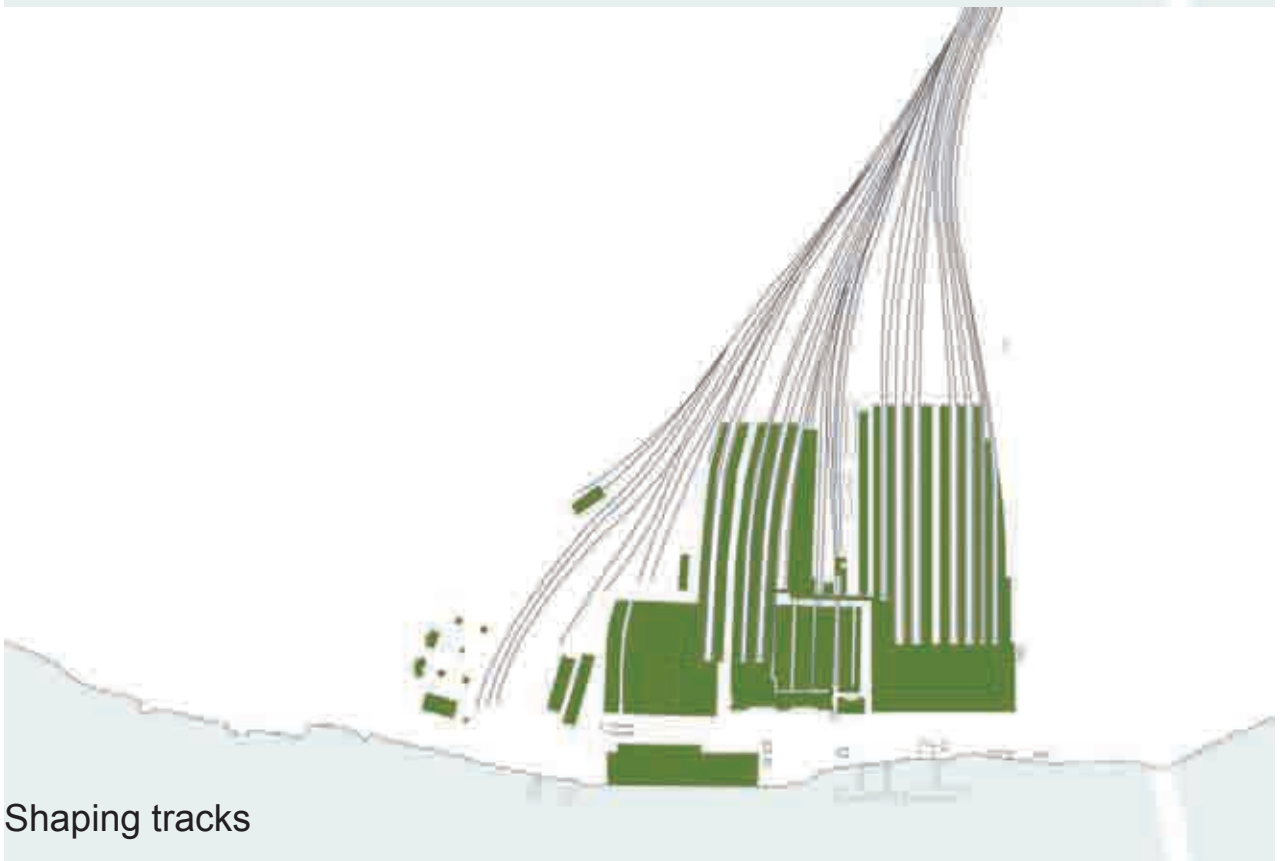
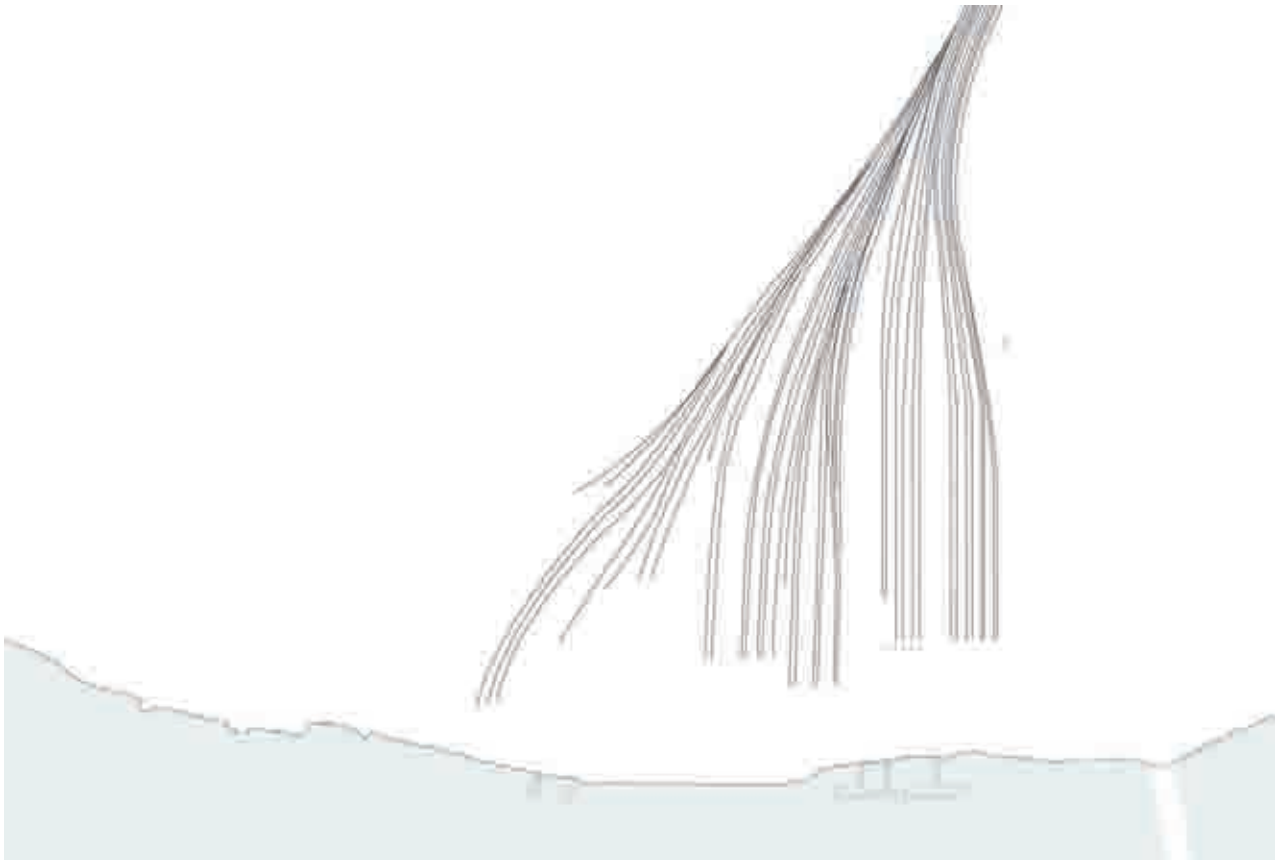
Kolkata however seems an entirely other city, having high edifices, huge parks and a remarkable better waste management then Howrah.

Howrah's high period of industrial growth has passed. Many companies left the city years ago. Kolkata on the other hand, despite it's own huge problems, is still seen as a cultural capital, still attracting people from the surroundings. It is growing immensely.

At Howrah Station, initially build to transport mainly industrial products from and to Howrah, the weaknesses of Howrah are also visible. The former industrial part of the station is mostly abanandoned. Howrah Station focusses more and more to a Passenger station. This show also today's ideas, planning mainly extensions to facilitate the amount of passenger flows.

So most people's reason going through Howrah Station is then the passage to Kolkata. And most Kolkatan's only reason to pass on the other side of Hooghly River is to go to Howrah Station.

On an urban level this could be a reason, why there are not many bridges built over Hooghly River near the two city centres. One does not have lots of reasons to go over it. A second bridge very close to Howrah Station though, seen on an urban level, wouldn't make much sense. Erecting another bridge from Kolkata to somewhere in an economically and socially very different and also weaker area is certainly not planned.



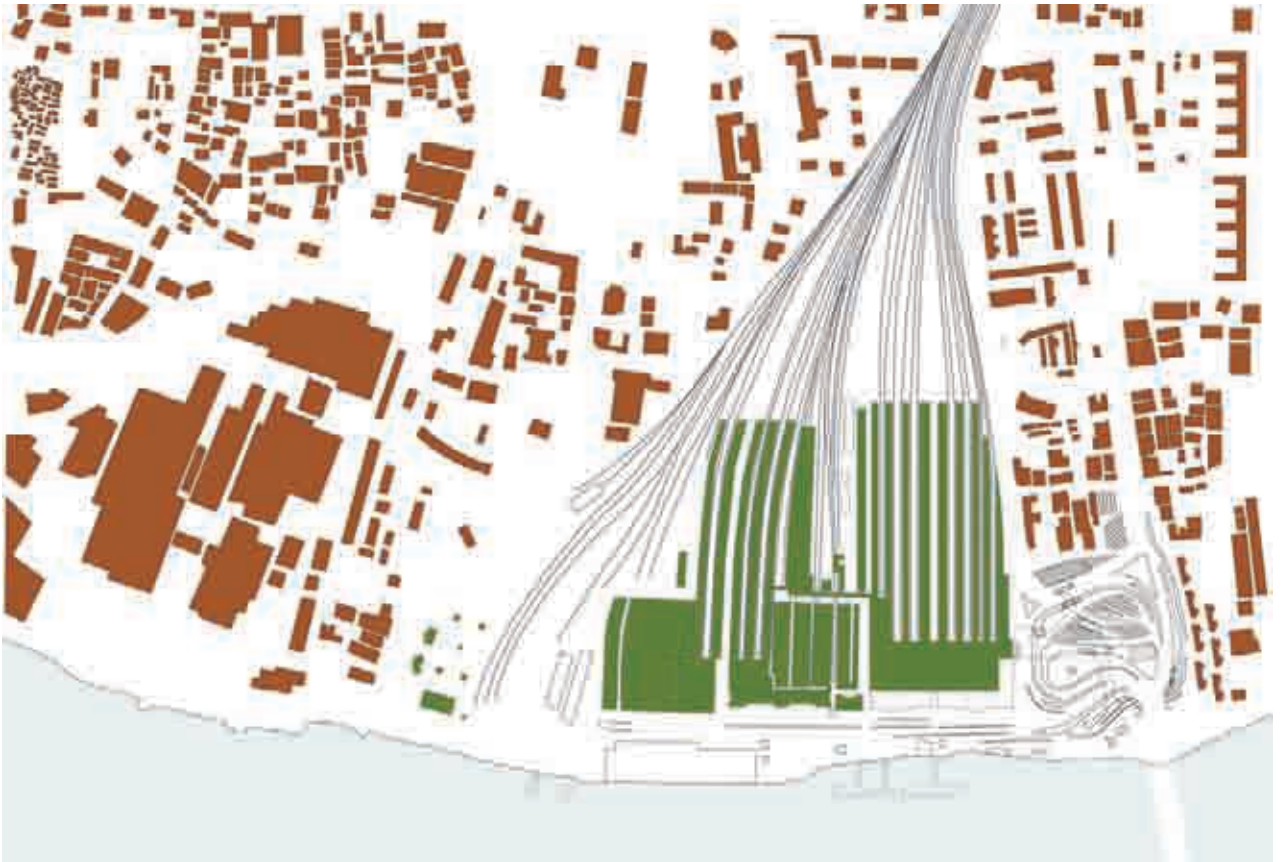
Shaping tracks



Connecting or separating railways?



Foucault's Heterotopy?



Is Howrah an outgrowth  
of Howrah Station?

Is Howrah Station an  
outgrowth of Kolkata?

Is Howrah Station an  
outgrowth of Howrah?

Is Kolkata an outgrowth  
of Howrah Station?

## **Who belongs Howrah Bridge to?**

To the city it is coming from?

To the city it is going to?

To its eponym Howrah?

To the city that benefits more?

To the city needing to be  
connected to the station?

## **Who belongs Howrah Station to?**

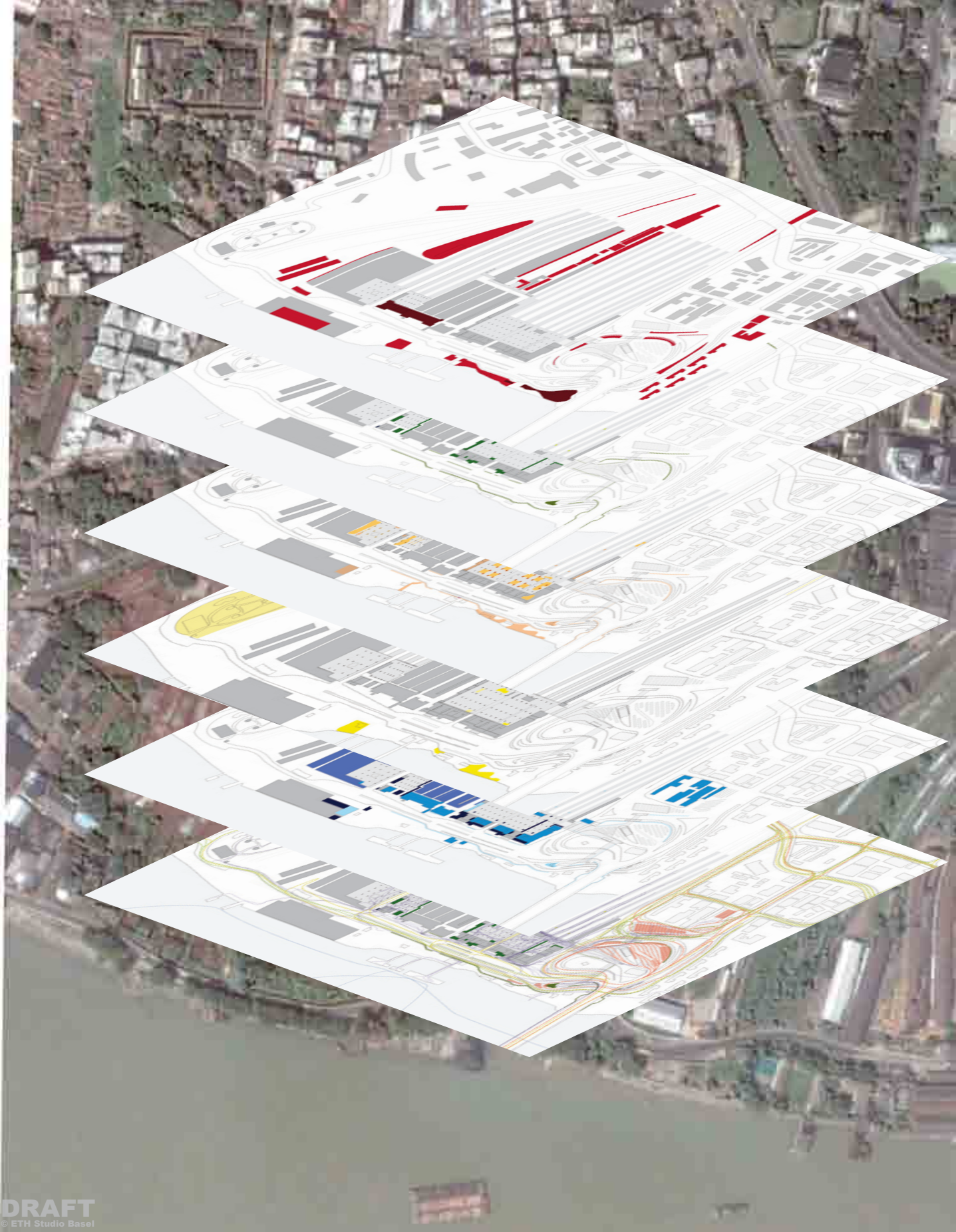
To its eponym Howrah?

To the city it is cutting?

To the city it was built in?

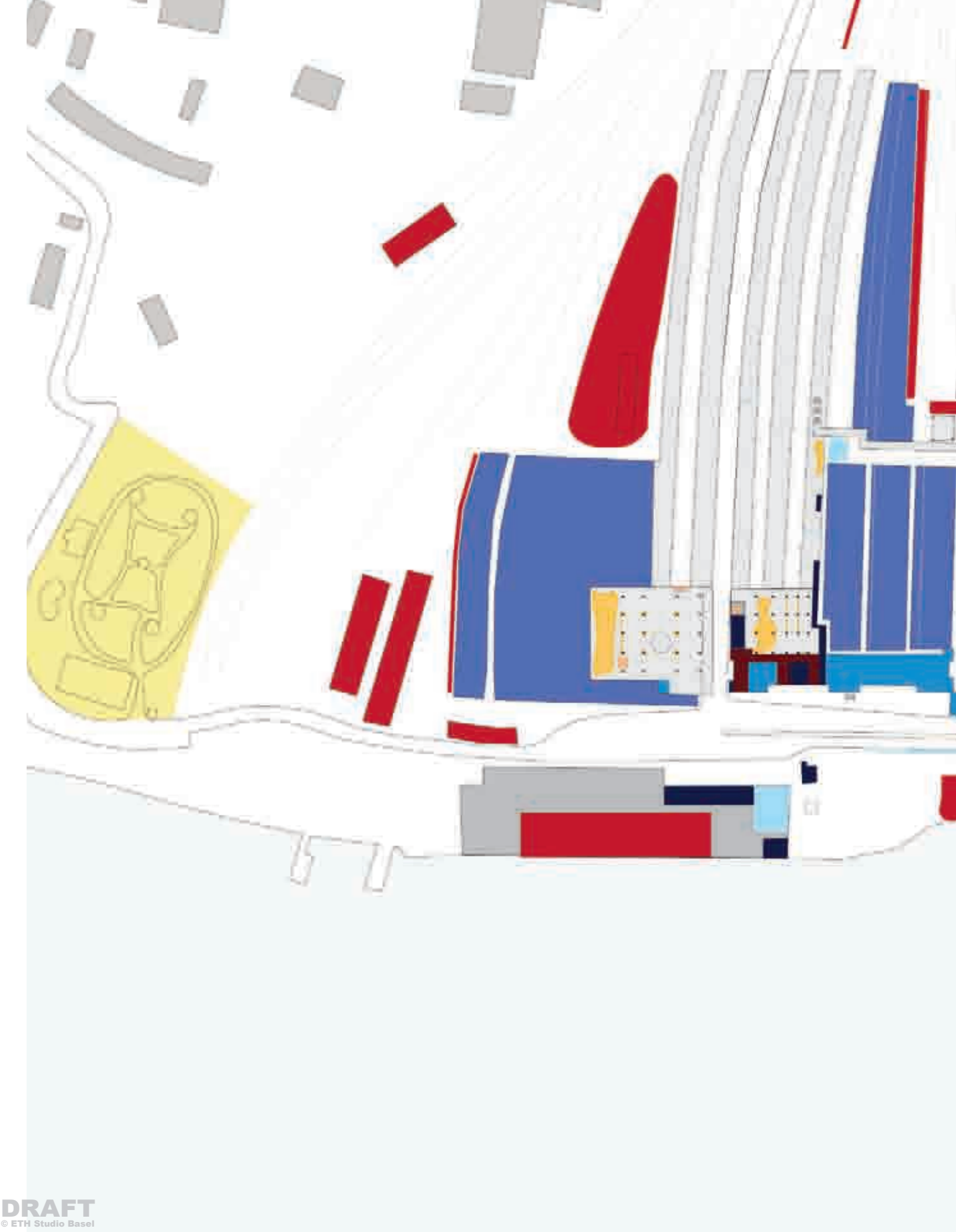
To the city that benefits more?

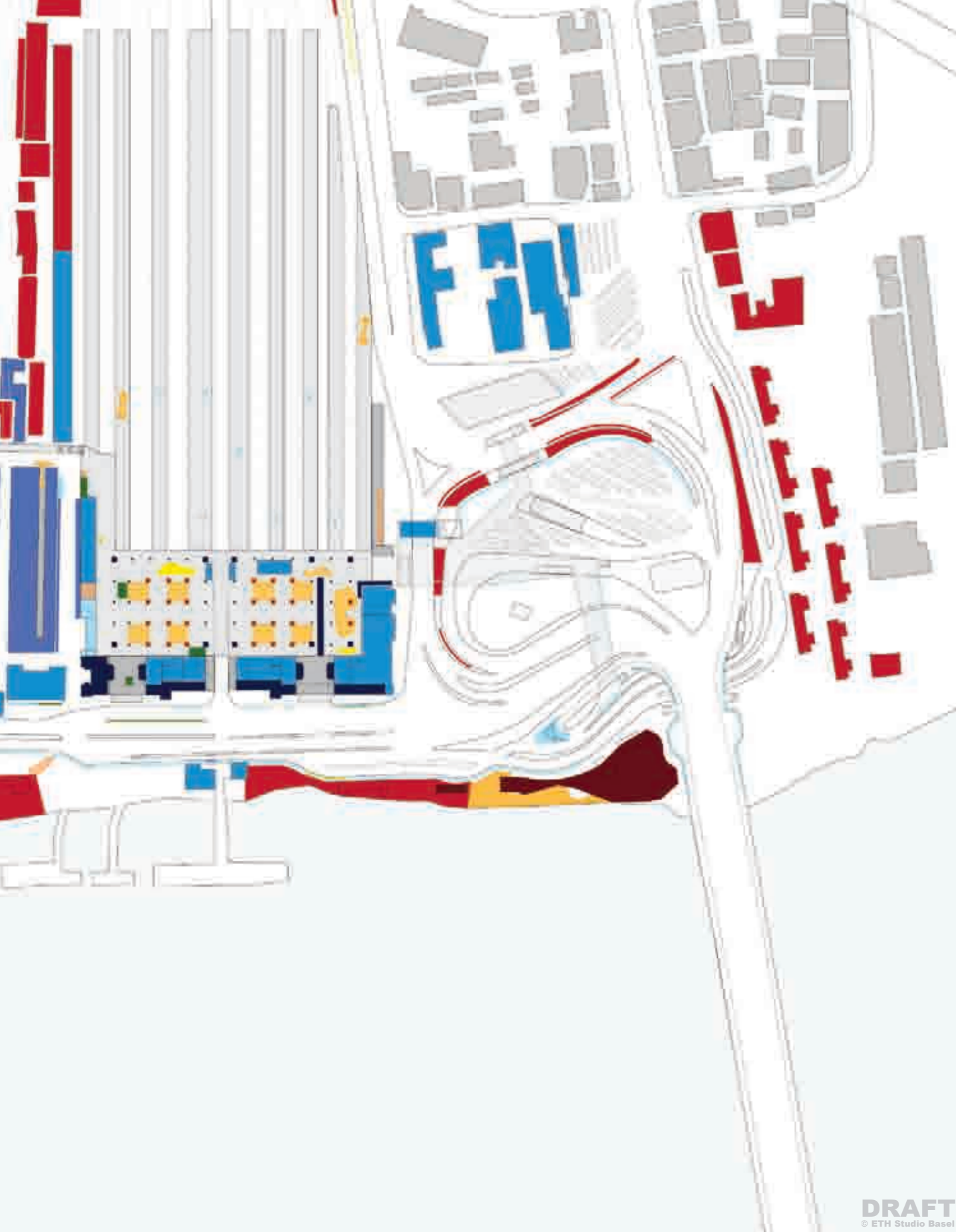
To the city it is facing?













# 4 Appendix



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 Development Authority

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## Quotes

Bengal Urban Infrastructure Development Pvt Ltd







Our thanks go to our families

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