

ESTIMATES COMMITTEE
(1963-64)

FORTY-THIRD REPORT
(THIRD LOK SABHA)

MINISTRY OF RAILWAYS

NORTHEAST FRONTIER RAILWAY

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ESTIMATES COMMITTEE
(1963-64)

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Shri Arun Chandra Guha.

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SECRETARIAT

Shri Avtar Singh Rikhy—Deputy Secretary.

*Elected w.e.f. 16th August, 1963 vice Dr. K. L. Rao ceased to be a member of the Committee on his appointment as a Minister.

INTRODUCTION

1. The Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Forty-Third Report on the Ministry of Railways—Northeast Frontier Railway.

2. The Committee took evidence of the representatives of the Ministry of Railways on the 31st October and 2nd November, 1963. The Committee wish to express their thanks to the Chairman, Member (Transportation), Member (Engineering), Member (Mechanical), Additional Member (Finance) and other officers of the Railway Board, and the General Manager, Northeast Frontier Railway, for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to the representatives of the Nowgong Rice Millers' Association, Nowgong, and the West Bengal Passengers' Association, Calcutta for giving evidence and making valuable suggestions to the Committee.

4. The Report was considered and adopted by the Committee on the 10th February, 1964.

5. A statement showing an analysis of the recommendations contained in this Report is also appended to the Report (Appendix XI).

ARUN CHANDRA GUHA,

Chairman,

Estimates Committee.

NEW DELHI-I,
February 14, 1964/Magha 25, 1885 (Saka).

CHAPTER I

INTRODUCTORY

Formation of N.F. Railway as a separate Zone

The Northeast Frontier Railway was formed with effect from 15th January, 1958 on the bifurcation of the combined North Eastern Railway into two Zones.

It is made up of—

Open Line	Miles
(i) Ex-Assam Railway including Assam Railway Link and excluding Purnea-Murliganj and Banmankhi-Bohariganj Section	1,597·99
(ii) Chaparmukh Silghat Railway—(3'—3-3/8" gauge) .	50·81
(iii) Katakhal Lalabazar Railway—(3'—3-3/8" gauge) .	23·49
(iv) Haldibari-Pakistan Border—(5' 6" gauge) .	2·15
(v) Darjeeling Himalayan Railway—(2' 0" gauge) .	51·97

2. The Northeast Frontier Railway, with its headquarters at Pandu in Assam, is literally a frontier Railway, as the area which it serves is bounded by the neighbouring countries of Nepal, Tibet and China in the north, Burma in the east and East Pakistan in the south. During the last War and the recent emergency certain portions of the area served by this Railway formed an important theatre of operational activities. As such, this Railway Zone has an importance of its own.

The Railway has at present a route mileage of 1772·03, representing about 5 per cent. of the total mileage of the Indian Railways and comprises 21·77 miles of Broad Gauge, 1698·29 miles of Metre Gauge and 51·97 miles of Narrow Gauge track. The State of Assam represents 61·36 per cent. of the entire route mileage, while the States of West Bengal and Bihar represent 27·59 per cent. and 11·05 per cent. respectively.

*These two lines are worked by the Government of India through the agency of N.F. Railway under agreements with M/S Martin Burn Ltd., Calcutta (for Chaparmukh Silghat Railway Company) and M/S Mcleod & Company Ltd., Calcutta (for Katakhal Lalabazar Railway Company Ltd.) For details of agreements please see Appendix I.

3. It will be recalled that before bifurcation the North-Eastern Railway extended from Mathura in the west to Ledo in the extreme east, spreading over a distance of nearly 2,000 miles. Experience showed that it was extremely difficult to administer one Railway with such vast distances from a central headquarter. The need for this bifurcation from the operational, administrative and other points of view was explained thus by the then Minister for Railways in his Railway Budget speech of 1958-59:

“The creation of this new Zonal Railway Administration, though small in size compared to other units, has been necessitated by manifold considerations—strategic, administrative and operational. It is of vital importance that there should be a dependable, continuous and all-weather line of communication between the Eastern Frontier and the rest of India. Besides, there is also the urgent need to augment rail transport capacity for economic expansion and industrial development of this area.”

The improvement effected in the operations of Northeastern and Northeast Frontier Railways as a result of bifurcation is reflected in the following statistical tables:

A. WAGON KILOMETRES PER WAGON DAY

Year	N.E. Railway	N. F. Railway
1957-58	33·6	..
1958-59	25·6	38·0
1959-60	32·7	35·9
1960-61	34·8	36·1
1961-62	40·1	39·7
1962-63	42·6	41·0

B. ENGINE KILOMETRES PER DAY PER ENGINE IN USE PASSENGER AND GOODS SERVICES

Year	Passenger		Goods	
	N.E.	N.F.	N.E.	N.F.
1957-58	178	..	99	..
1958-59	175	169	80	116
1959-60	182	204	92	122
1960-61	208	211	101	129
1961-62	229	211	113	129
1962-63	230	206	117	118

C. PUNCTUALITY OF PASSENGER TRAINS

Year	N.E.	N.F.
1957-58	72.5	..
1958-59	78.3	78.6
1959-60	84.9	85.0
1960-61	84.8	84.2
1961-62	83.4	82.3
1962-63	86.0	80.6

D. ROLLING STOCK UTILISATION

Year	North Eastern		Northeast Frontier	
	Net tonne kilometres per wagon day	Net tonne kilometres per goods train hour	Net tonne kilometres per wagon day	Net tonne kilometres per goods train hour
1957-58	253	3798	..	..
1958-59	185	2732	284	3924
1959-60	252	3165	275	4205
1960-61	253	3507	282	4280
1961-62	296	3886	319	4230
1962-63	334	4471	330	4516

The following overall operating-cum-efficiency indices arrived at by taking the average of 15 well-recognised indices of performance, including those discussed above, also show a substantial improvement on both the Railways since bifurcation:

Year	N.E.	N.F.
1957-58	100.0	..
1958-59	91.0	100.0
1959-60	97.7	103.6
1960-61	101.2	104.2
1961-62	103.5	106.7
1962-63	109.1	108.6

(Base index of 100 for the pre-war year 1938-39).

The Committee are glad to note that the more important indices of performance and the overall operating-cum-efficiency indices have

shown a progressive improvement on both the Railways despite the continuous pressure on the Railway particularly since the onset of the emergency—not to speak of recurring Naga activities.

“The Northeast Frontier Railway handled effectively the east Frontier Railway on its performance in his last budget speech :

“The Northeast Frontier Railway handled effectively the heavy additional transport load, including that resulting from the large scale emergency movements for defence purposes. The advantages expected when this Railway was set up as a separate Railway administration, early in 1958, with its headquarters in Assam have been fully realised.”

Losses in Working

4. The Northeast Frontier and the North Eastern Railways are the only Railways whose working expenses are higher than their gross earnings. The financial results of working of the Northeast Frontier Railway since its bifurcation are indicated in the table below :

Statement showing financial results of working of the Northeast Frontier Railway

	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64 Budget Estimates	1963-64 latest Est
1	2	3	4	5	6	7	8
1. Capital-at-charge	61.89	67.73	82.09	99.40	112.16	118.80	118.80
2. Gross Traffic Receipts	11.59	13.41	13.47	15.44	19.08	19.60	24.00
Working Expenses							
3. Ordinary Working Expenses	14.47	16.22	16.42	17.62	19.22	21.47	23.34
4. Appropriation to Depreciation Reserve Fund	2.27	2.16	2.23	3.71	4.04	4.87	4.87
5. Payments to Worked Lines	0.03	0.03	0.03	0.03	0.03	0.03	0.03
6. Total Working Expenses	16.77	18.41	18.68	21.36	23.29	26.37	28.24
7. Net Traffic Receipts (—)	5.18	5.00	5.21	5.92	4.21	6.77	4.24
8. Net Misc. Expenditure	0.39	0.62	0.83	0.68	0.83	0.69	0.69
9. Net Railway Revenues (—)	5.57	5.62	6.04	6.60	5.04	7.46	4.93

1	2	3	4	5	6	7	8	9
10. Payment to General Revenues								
(i) Dividend		2.42	2.53	2.61	2.83	3.23	3.49	3.49
(ii) Payment in lieu of Tax on Passenger Fares	0.41	0.47	0.43	0.43
<hr/>								
11. Net Gain or Loss		-7.99	-8.15	-8.65	-9.84	-8.74	-11.38	-8.85
12. Operating Ratio		135.18	137.43	141.89	138.80	123.26	134.63	117.54
13. Percentage of Net Revenue Receipts on Capital-at-Charge	(-)	3.00	(-)8.30	(-)7.35	(-)6.64	(-)4.49	(-)6.78	(-)4.15
14. Percentage of Gross Traffic Receipts to Capital-at-Charge		18.73	19.80	16.33	15.47	17.00	16.50	19.00

N.B.—Figures shown against items 1 to 11 are in crores of Rupees.

It has been stated that the total working expenses (including depreciation provision) have gone up by Rs. 239 lakhs in 1962-63 as compared to 1961-62. (The gross traffic receipts in 1962-63 rose by Rs. 364 lakhs as compared to 1961-62). Apart from the usual elements, such as the net effect of annual increments to staff, variations due to carry-forward of expenditure not liquidated in the previous year, etc. the greater portion of this increase is due to:

- (i) financial effect of increase in the rate of dearness allowance with retrospective effect from 1st November, 1961, the payment being sanctioned in April, 1962 (approximately Rs. 36 lakhs);
- (ii) additional expenditure incidental to increased traffic, both by way of increase in operational and maintenance expenses, increased maintenance resulting from increased movements as well as from expenditure connected with newly opened sections (approximately Rs. 72 lakhs);
- (iii) increased repairs and maintenance expenditure relating to the increase in the number of residential buildings (approximately Rs. 11 lakhs);

- (iv) increased depreciation provision both on account of expansion of the assets as well as on account of the North-east Frontier Railway's share on account of overall increased provision for all Indian Government Railways from Rs. 65 crores to Rs. 67 crores (Rs. 33 lakhs); and
- (v) expenditure in connection with the Emergency and Civil Defence, including patrolling of track (Rs. 21 lakhs).

5. Of the above-mentioned items of increase in expenditure in 1962-63 over 1961-62, except for the last item, other elements are common to most of the Railways.

It has been stated during evidence that vigorous efforts have been made to improve the operational efficiency of the Railway during the last four years. With only 28 per cent addition to wagons, 13 per cent addition to track kilometres and 42 per cent total increase in tractive effort, the Northeast Frontier Railway have been able to carry 46 per cent more traffic. It is claimed that administrative expenditure in relation to total expenditure had been progressively reduced.

The Committee also note that the Railways which generally show a higher ratio of expenses to earnings viz., the Northeast Frontier Railway, North Eastern Railway and the Southern Railway, are either wholly or substantially Metre Gauge Railways. These have inherently less economic characteristic of working as compared to Broad Gauge Railways. Passenger traffic also generally preponderates on these three zonal railways and passenger traffic contributes less to earnings than freight traffic.

The Committee also note that the Northeast Frontier Railway runs through very difficult terrain, consisting of many riverine transshipment points and strategic sections. The special features of this Railway were recognised by the Railway Convention Committee, 1960 who conceded that this Railway should be regarded as being not essentially a commercial line but as being required in the larger national interest as an essential line of communication. This recognition was conveyed in the shape of the recommendation that on the capital-at-charge of this Railway—excluding the recently constructed strategic portion thereof—only the average interest on capital should be payable and not the full rate of dividend.

The Committee note that the operating ratio, indicating the percentage of total working expenses to gross earnings, which had risen to 141·89 in 1960-61 has been progressively brought down to 123·26 in 1962-63 and is expected to be further reduced to 117·54 in 1963-64.

The Committee would, however, like to draw attention to the study made by the Efficiency Bureau of the ordinary working expenses of the Northeast Frontier Railway and would urge that the Railway should take effective measures to reduce the Workshop and running repair costs of coaching vehicles, effect economy in fuel con-

sumption, eliminate loss of coal and other goods in transit and improve the utilisation of diesel engines. They also feel that with the increasing tempo of industrial development of Assam and North Bengal and the proposed extension of the Broad Gauge line to Assam, it should be possible for the Railway to effectively bring down the operating ratio and minimise, if not altogether eliminate, the losses on its working.

Under-estimation of Gross Traffic Receipts

6. The gross traffic receipts of the Northeast Frontier Railway during 1962-63 were of the order of Rs. 19.08 crores as against the budget estimate of only Rs. 16.29 crores. It has been stated in evidence that due to strike by the crew of the Joint Steamer Companies and large military movement during the emergency, there was an unexpected boosting up of traffic on the Northeast Frontier Railway.

The Committee, however, observe that during the current year (1963-64) also, while the gross traffic receipts were estimated to be Rs. 19.60 crores at the time of presentation of the budget to Parliament, the latest estimates show that the receipts are expected to be of the order of Rs. 24 crores. *The Committee would emphasise the need for placing more realistic estimates before Parliament.*

Working of Strategic Lines

7. The Railway Convention Committee, 1960, had recommended that the annual loss on the working of the strategic lines of Railways should be borne by the General Revenues.

On the Northeast Frontier Railway, the following two sections have been declared as strategic lines:

- (i) Rangapara North—North Lakhimpur—Murkengselek—210 miles M.G. (approximately).

[The section from Rangapara to Dhalaibil (15.75 miles) was opened to passenger traffic on 10th March, 1962, and the section from Dhalaibil to North Lakhimpur (91.75 miles) was opened to passenger traffic on 15th January, 1963. The section from North Lakhimpur to Murkengselek is under construction].

- (ii) New Siliguri to Jogighopa—approximately 190 miles. (Recently sanctioned for construction and, therefore, not yet existing.)

The loss in working of the line (Rangapara North—North Lakhimpur), which constitutes 5 per cent of the total route mileage of the Northeast Frontier Railway, was stated to be of the order of Rs. 13 lakhs in 1962-63 as against Rs. 47.03 lakhs estimated earlier. The loss during 1963-64 is estimated to be about Rs. 50 lakhs. It has been stated that the variation in the estimated and final figures for 1962-63 was due to the fact that a large portion (91.75 miles) of the strategic section was thrown open to traffic only towards the end of the financial year (January, 1963).

The Committee would like the Railway Board to exercise a careful check on the working of the strategic sections of the Northeast Frontier Railway with a view to see that the administrative expenses are kept to the minimum. They would also stress that all possible efforts should be made to earn maximum of revenue by attracting goods traffic, so that the overall losses are kept to the minimum.

Losses on Darjeeling Himalayan Section

8. The Darjeeling Himalayan Railway with extensions (2' 0" gauge) owned by the Darjeeling Himalayan Company and the Darjeeling Himalayan Extension Company Ltd., were purchased by the Government on 20th October, 1948 in order to convert a part of the system into Metre Gauge in connection with the direct rail link to Assam over the Indian territory. A portion of this Narrow Gauge system from Kishanganj to Matigara was converted into Metre Gauge on a new alignment, along with the extension of the line from Matigara to Siliguri Town to form a direct link of Metre Gauge system from Kishanganj to Siliguri, and the Narrow Gauge portion from Matigara to Panchanai was dismantled by the Assam Rail Link Project. The portion of the line from Kishanganj to Naksalbari was opened to passenger traffic on the 31st July, 1948 and the portion from Naksalbari to Siliguri Town on the 9th December, 1949. The management of the system was taken over by the Assam Railway on the 24th December, 1949. The Teesta Valley Extension between Siliguri to Giellekholā, a distance of 29.09 miles of this Narrow Gauge system, was severely damaged and washed away by floods in June, 1950 and consequently abandoned.

The losses incurred by the Northeast Frontier Railway on the working of this section during the last five years are indicated in the table below:

<i>Year</i>	<i>Net Loss</i>
	(Rupees in lakhs)
1958-59	32.06
1959-60	39.69
1960-61	27.64
1961-62	25.66
1962-63	42.66

9. Asked about the reasons for losses incurred on this section, the Ministry of Railways have stated that there is a hill cart road running from Darjeeling to Siliguri almost parallel to the Railway line and there is severe competition between road transport and the rail transport in the area.

The Railways have taken the following steps to increase the earnings:

- (i) intensive drive against ticketless travel;
- (ii) reduction in the passenger fares;
- (iii) quotation of station to station rates for important traffic such as tea, fresh fruits, vegetable and seed potatoes; and
- (iv) prevailing upon the West Bengal Government to reduce the number of road transport permits on the hill cart road.

Besides, the Narrow Gauge line has been extended from Siliguri Jn. to New Jalpaiguri and facilities for transshipment between Narrow Gauge and Broad Gauge provided at New Jalpaiguri.

Tea traffic can now move *via* New Jalpaiguri and *via* Farakka to Calcutta, avoiding extra transshipment over the river Ganga. A proposal for quotation of special rates for tea with reduced minimum weight condition from stations on Darjeeling-Himalayan section to Calcutta *via* New Jalpaiguri and Farakka is at present under the active consideration of the Railways.

It is understood that a Central Road Transport Organisation has been set up by the Ministry of Transport and Communications at Siliguri for maintaining a line between West Bengal and Assam for the transport of goods, both as a standby to be utilised during the emergency and as a measure to increase the transport potential of the area.

It has been stated during evidence by the representative of the Ministry of Railways that every form of transport has certain inherent advantages. Experience has shown that for short distance traffic, road is the most appropriate mode of transport and that railways cannot effectively compete for this traffic with the roadways.

The Study Group of the Estimates Committee which visited Darjeeling area was given an impression both by the tea planters and the local population that they would like the railway line on Darjeeling-Himalayan Section to be retained. *The Committee consider that if, in deference to this sentiment, the Railway line is not to be closed, a responsibility devolves on the tea planters, the State Government and the people to see that full patronage is extended to the Railway so as to utilise in full the railway capacity.*

It has been suggested to the Committee that permits for road services should be granted by the State Government on this section after taking into account the capacity for passenger and goods traffic which is already available on the Railway. The Committee have no doubt that the State Government would consider this important aspect sympathetically so as to help the Railways to arrest the increasing losses which are being incurred on the running of this Section.

Development Plans

10. Since the partition of the country, continuous efforts have been made by the Railways to stabilise the rail link between isolated Assam and the rest of India and to develop its capacity to meet the requirements. A few of the important development schemes taken up in recent years are set out below.

Assam Rail Link

11. As is well known, the Assam rail link was undertaken as a "rush" job after the partition of the country with a view to provide an all-India Railway route to isolated Assam. Repeated breaches on this section and the consequent interruption of the traffic on this only line of communication to Assam and North-East Frontier caused a great deal of public concern which was echoed both in Parliament and State Assemblies. The Government of India, therefore, felt that the problem of stabilising the route should be examined in detail and with this object they appointed a committee of experts in July, 1956 to go into the matter and suggest practical remedial measures for stabilising the Assam rail link. The main recommendations of the committee were accepted by the Government and a programme of works for stabilising the route was drawn up at an estimated cost of Rs. 6,01,30,777. All works relating to the stabilisation of the link were completed by 1959-60. The main item of work consisted of effecting improvement to about 42 bridges by providing increased waterways and deeper foundations. Guiding of turbulent water-courses through the bridges is another important aspect of the programme. A sum of Rs. 5,73,55,000 has been spent so far on these works.

Asked whether there has been any reduction in the cost of special repairs to damages to track, bridges, etc. as a result of stabilisation of the route, the Ministry of Railways have stated that the average annual expenditure on such special repairs in the four-year period 1958—62 has been of the order of Rs. 4.30 lakhs, whereas the average annual expenditure on such special repairs before the implementation of the recommendations of the Stabilisation Committee was of the order of about Rs. 21 lakhs per year.

It has also been stated that the number of incidents resulting in total interruptions of traffic have also been considerably reduced. As against 49 cases of total interruptions in 1954-55, their number in 1960-61, 1961-62 and 1962-63 was 6, 1 and 2 only respectively. It has been added that the interruptions in recent years were of minor nature. The reduction in the number of interruptions on this route must have naturally been reflected in enhanced earnings for this Section.

The Committee are glad to note the improvement in operations that has resulted from implementation of the recommendations of the Stabilisation Committee as also the reduction in the cost of

special repairs to track, bridges, etc. caused by floods and cyclones in this area.

Brahmaputra Bridge

12. A bridge across the Brahmaputra river has been thought of from 1910 onwards, from the time the railway line was extended to Amingaon. Due to the very limited transport demand, however, passenger and wagon ferry services between Amingaon and Pandu were able to cater to the needs and the urgency for the building of the bridge was not felt. During World War II, the question of building a bridge at Amingaon to meet the war transport requirements was taken up but it was shelved again due to doubts about the stability of the railway line between Bangaigaon and Amingaon because of the disastrous floods of 1942-43 and other considerations.

A decision was taken by Government in 1958 to construct the bridge across the Brahmaputra at Amingaon and the construction was taken in hand in January, 1959. The Brahmaputra Bridge carries double line Metre Gauge track of main line standard in the lower deck and a roadway on its upper deck with footpaths on either side. The girders and other details have been designed for conversion to a single line Broad Gauge, main line standard track, if required in future. A sufficient clearance has been provided from the normal high flood level upto the bottom of girders to permit free navigation. The well foundations of the bridge have been taken sufficiently deep to do away with the need for protective pitching around the piers. Though tenders for the design, fabrication, supply and erection of the girders were received in response to global tender from foreign countries like, Japan, Yugoslavia, Hungary, France and West Germany, the offer of an Indian firm was considered most suitable and the contract was awarded to it.

The special features in the design and construction of the Bridge are understood to have aroused international interest. A team of senior engineers of the Economic Commission for Asia and the Far-East (ECAFE) comprising representatives from Thailand, Cambodia, Ceylon, Phillipines, New Zealand and U.S.S.R., who visited the project in November, 1960 to study the technique employed in the construction of the Bridge, are understood to have been greatly impressed.

The estimated cost of the project and the expenditure incurred so far are given below:—

Railway Capital	Rs. 8·417 crores
Chargeable to Road Authorities	Rs. 2·440 crores
TOTAL	Rs. 10·857 crores

The expenditure incurred (including roadways portion) upto September, 1963 is Rs. 10·41 crores.

The Ministry of Railways have added that due to judicious and economic execution of the project and proper planning, appreciable savings from the estimate are expected even after final adjustments chargeable to the bridge construction are made.

The Committee have been informed that special steps were taken by the Railways to make the bridge ready to take goods traffic two months ahead of schedule in 1962* which brought about a timely improvement in rail transport between the areas in Assam lying to the north and the south of the river.

The Committee would like to congratulate the Railways on the construction of the rail-cum-road bridge over the Brahmaputra river—the only major river in the country which had not been bridged previously—and for opening it to goods traffic two months ahead of the schedule during the period of the emergency. They are also glad to note that the total expenditure is expected to be less than the anticipated cost.

Remodelling of Yards

13. Other development works such as remodelling of marshalling yards and provision of additional crossing stations have also been undertaken. Remodelling of marshalling yards at Siliguri junction, Alipore-Duar junction, Rangiya, Rangapra North, Lumding and Tinsukia have been taken in hand. A new subsidiary yard—Damanpur near Alipore-Duar junction—has recently been completed and brought into commission.

To increase the capacity of the Rangiya—Tezpur section, five flag stations have been programmed for conversion into crossing stations, and at four stations additional loops or extensions of existing loops are being provided. On completion of these works, the capacity of the section will increase from seven trains each way as at present to twelve trains each way.

Plan Schemes

Shortfalls in Second Plan

14. The Committee note that against the physical target for track renewal of 267·61 miles (36·25 track miles thrown forward from First Plan and 231·36 track miles programmed during the Second Plan), only 146·30 track miles were completed during the Second Plan, leaving a balance of 121·31 track miles. Further, against a programme for regirdering/rebuilding/strengthening of 258 bridges during the Second Plan, only 58 bridges were completed and 200 bridges were thrown forward to the Third Plan.

Again, out of the target of 29 crossing stations sanctioned, 18 were thrown forward to the Third Plan.

*The bridge was opened to goods traffic in October, 1962 and to passenger traffic in January, 1963.

15. One of the main reasons for the shortfall has been stated to be the non-receipt of steel girders, steel troughs and other materials in time.

It has also been stated in evidence that due to the peculiar geographical location of this Railway, the developmental activities suffered due to certain handicaps such as—

- (i) non-availability of adequate number of skilled and unskilled labour;
- (ii) short working season of about 5 months only; and
- (iii) non-availability of materials locally, as well as higher cost thereof as these had to be hauled over a long tenuous route all the way from Calcutta.

It has been stated that during the period of Emergency, there was dislocation of works in the region and that a paucity of working agency had also developed specially in the south bank and in the north-eastern portion of the Railway. Asked whether this could not be got over by undertaking the works on departmental basis, the representative of the Ministry has stated that it was not possible because labour was to be imported on payment of advances at their homes, which procedure could only be followed by a private agency, and Government rules would not allow that.

The representative of the Ministry has assured the Committee that, notwithstanding all these difficulties, efforts are being made to expedite works on various projects even though the cost may be a little higher than estimated.

The Ministry of Railways have further informed that against the total commitment of Rs. 100 crores for planned works for Northeast Frontier Railway, the programme of expenditure during the first three years (upto the end of 1963-64) is of the order of Rs. 54 crores. It has been added that there is every possibility of completing all the works scheduled for completion during the Plan period.

The Committee consider that in order that various projects and schemes included in the Third Five Year Plan of the Northeast Frontier Railway are executed in time, strenuous efforts would have to be made to ensure prompt supplies of critical materials and equipment, specially steel and girders etc., in regard to which the position has not been satisfactory during the past few years. The Committee suggest that the Railway Board should take up the question with the Ministry of Steel and Heavy Engineering so as to ensure that the requisite supplies are forthcoming in time.

Construction of New Lines

Strategic Broad Gauge Line to Assam

16. It was decided by Government in April, 1963 that a new Broad Gauge rail line from Raninagar (on Siliguri-Haldibari Branch) to Assam, covering a distance of about 268 Kilometres (167

miles) may be constructed for strengthening communications in Assam area to meet the defence requirements. It is also proposed to convert the existing Metre Gauge line from Siliguri to Haldibari (about 61 kilometres or 38 miles) to Broad Gauge, thus providing a Broad Gauge link from Calcutta to Assam with ferry crossing at Farakka. A token supplementary amount of Rs. 20 lakhs for the survey and construction of this line was voted by the House in April, 1963.

The line is estimated to cost about Rs. 32 crores which estimate will be liable to revision according to decisions that may be taken as a result of the survey. The outlay during the current year is expected to be of the order of Rs. 5 crores.

As the Broad Gauge link from Calcutta to Assam is of strategic importance and is vital for the defence of the country, the Committee have no doubt that the work would be completed with all possible speed.

Construction of other lines

17. The progress made in the construction of other new lines on the Northeast Frontier Railway is stated below :—

(i) *Khajuriaghat to Malda :*

The work on this line was started in October, 1959 and the line was opened to traffic on 10-4-1961.

(ii) *Kalkhalighat to Dharmanagar :*

The construction was started in December, 1961 and the line was opened to goods traffic towards the end of 1963.

(iii) *Rangapara North to North Lakhimpur—Markong-Selak Construction project :*

The construction was started in February 1960. The section Rangapara North to North Lakhimpur was completed and opened to goods traffic on 10-6-1962 and to passenger traffic on 15-1-1963.

Further extension of this line upto Markong-Selak was decided upon in June, 1961. The work on this section is in progress. The first 28 mile section has been completed and opened to goods traffic towards the end of 1963. The rest of the section (about 67 miles) is expected to be completed only by the end of 1965.

(iv) *Development of capacity for movement of Oil Traffic for Assam Rail Link :*

This project comprises of—

- (a) Construction of New Broad Gauge Line from New Jalpaiguri to Barsoi.

- (b) Conversion of section Barsoi to Kumedpur, Metre Gauge section.
- (c) Conversion of section Katiha to Singhabad, Metre Gauge section.

The work was taken in hand in May, 1959. The New Broad Gauge Section from Barsoi to New Jalpaiguri was opened to goods traffic on 12-10-1961. The section between Barsoi to Kumedpur and Katihar to Singhabad was opened to Passenger and Goods Traffic on 12-10-1961 and 11-10-1961 respectively, after conversion to Broad Gauge. The works on this project have practically been completed except rebuilding of some of the bridges to Broad Gauge ML Standard on the converted portion which are in progress. The ballasting of the track and construction of permanent station building at New Jalpaiguri are still to be completed. These works are in progress. The section from Barsoi to New Jalpaiguri has not yet been opened for passenger traffic.

The Committee are glad that the construction of new lines is going apace on the Northeast Frontier Railway. The Committee would urge that Government should ensure timely supply of all the requisite materials to the N.F. Railway so that the construction work is not impeded.

Centralised Traffic Control

18. Apart from certain unavoidable limitations on smooth and speedy clearance of traffic at ferry ghats and break-of-gauge points which affects the operations of N.F. Railway, a major bottleneck in the movement of traffic to Assam has been stated to be the limited line capacity east of Siliguri upto Gauhati. To improve further the capacity on the section between Siliguri Junction—Alipurduar Junction and Alipurduar Junction—Chengsari, it was decided to introduce Centralised Traffic Control system over single line section between Siliguri Junction—Chengsari at a cost of Rs. 6.98 crores. It was anticipated that the existing capacity of the section, namely 13 trains each way, would be increased to 24 trains each way after the completion of the scheme, at a cost comparatively less than that of providing doubling. It is understood that the work of extension of loops at 23 stations between Siliguri Junction—Alipurduar Junction and 23 stations between Alipurduar Junction and Chengsari was completed by 1962-63. The work has since been suspended as a result of Government's decision to extend the Broad Gauge line from New Jalpaiguri to Assam.

It has been stated during evidence that the decision to construct the Broad Gauge line was taken as a direct result of the Chinese aggression which was entirely unforeseen. The amount spent on civil works, like lengthening of loops, yard capacity works, etc. (Rs. 60 lakhs) was not actually part of the project and the facilities created, would in any case be put to use. It was added that the contractor for Siliguri-Alipurduar Section had been persuaded to switch over to Gorakhpur-Chaura Section where centralised traffic

control would be installed and the equipment purchased for the project in Assam would be utilised for the North Eastern Railway. In regard to the Alipurduar-Chengsari Section, the contractual arrangements have not yet been finalised. The Centralised Traffic Control System would now be installed only on the Bongaigaon-Chengsari Section which would not be served by Broad Gauge.

It has been stated during evidence that under the circumstances "a few lakhs on supervision and freight and the like may be infructuous; that is inevitable." *The Committee hope that the Railways would adopt the most economical means to meet the situation.*

Farakka-Khejuriaghat Ferry Service

19. The Committee note that one of the chief bottlenecks in the movement of traffic from Calcutta to North Bengal and Assam and *vice versa* is at Farakka due to limited wagon ferry capacity. The ultimate solution to this of course, is provision of a bridge to carry the rail line from Farakka to Khejuriaghat. This would, however, have to await the construction of a barrage at Farakka which is likely to materialise only in 1969-70. In the meantime, the Railways propose to step up the ferry capacity at Farakka from the existing 200 to 400 wagons a day each way.

The initial assessment of the cost for increasing the capacity was assessed at Rs. 579 lakhs in August, 1963, with the following broad break up:

(i) Slip lines and yard facilities on Farakka side	Rs. 123 lakhs
(ii) Slip lines and yard facilities on Khejuriaghat side	Rs. 67 lakhs
(iii) Line capacity works between Khejuriaghat and New Jalpaiguri	Rs. 337 lakhs
(iv) Flotilla requirements	Rs. 52 lakhs
TOTAL	<u>Rs. 579 lakhs</u>

It has been stated that an urgency certificate for Rs. 104 lakhs has been sanctioned for the slip lines and allied facilities on the Eastern Railway side at Farakka. Similarly, for the slip lines and allied yard facilities on the Khejuria Ghat as also facilities at the adjacent station Chamagram, another Urgency Certificate for Rs. 72 lakhs for the Northeast Frontier Railway had also been sanctioned. The progress made so far in undertaking these works is indicated below:

- | | |
|--|--|
| (i) Slip lines and yard facilities on Farakka side. | The works are expected to be completed by December, 1964. The overall progress made to end of October, 1963 is 25%. |
| (ii) Slip lines and yard facilities on Khejuriaghat side, and additional lines at Chamagram. | The works are expected to be completed by December 1964. Tenders for earth-work and structures are being finalised and work will start by end of December, 1963. Land acquisition proceedings are also in progress. 40% of the Permanent Way materials have been received. |

The scope of the facilities, asked for by the Northeast Frontier Railway between Chamagram and New Jalpaiguri, has been carefully scrutinised in the Ministry of Railways and considerably curtailed. The cost now is not likely to be more than 50 per cent of what was originally anticipated.

20. A part of the flotilla released at Amingaon as a result of opening of the Brahmaputra bridge is to be transferred to Farakka. However, suitable modifications to these will be necessary for carrying Broad Gauge wagons as also slight augmentation of the barges and towing units. The estimated cost on account of flotilla requirements will now be Rs. 20 lakhs, as against the original assessment of Rs. 52 lakhs.

The Committee are glad that the Ministry of Railways are fully cognizant of the fact that the project is mainly for the interim period and therefore every effort has to be made to ensure that its cost is kept down to the minimum. They have no doubt that Government would also ensure that the expenditure now being incurred on line capacity works on Farakka and Khejuriaghat sides and between Khejuriaghat and New Jalpaiguri would fit in with the ultimate scheme of carrying the railway line across the barrage at Farakka, so as to obviate any avoidable infructuous expenditure.

Utilisation of flotilla rendered surplus at Pandu

21. The flotilla on the ferry service between Pandu and Amingaon became surplus to the requirement of the Railways on the opening of the Brahmaputra bridge. This was however kept at Pandu, on the declaration of the emergency, in order to serve as standby for any eventuality and was in fact put to use during the emergency to ply across the Brahmaputra river. Government have since decided that a part of this flotilla should be transferred to Farakka to increase the ferry capacity there from the existing 200 wagons per day to 400 wagons.

One tug and one wagon ferry barge, out of the balance flotilla, are expected to be used later for transporting road vehicles and personnel at the national highway crossing between Jagighopa and Goalpara.

The annual recurring expenditure on the fleet that will be retained at Pandu is estimated roughly to be Rs. 15,60,000 based on the expenditure actually booked during 1962-63 and including depreciation at 4 per cent and dividend at 4.5 per cent on the capital cost of the fleet.

The Committee suggest that the Railway authorities should try to make the best possible use of the flotilla at Pandu now rendered surplus consistent of course with the requirements of the emergency.

CHAPTER II

MOVEMENT OF GOODS AND PASSENGERS

Trends in Traffic

22. The Railways development programme for the Third Plan envisaged an increase in originating traffic from 156·2 million tonnes to 264·5 million tonnes. Having regard to the latest trends of traffic under various commodities, such as coal, steel, export iron ore, cement, foodgrains, mineral oils, fertilisers, railway stores and other miscellaneous goods, the traffic that would actually materialise in the last year of the Plan period, namely, 1965-66, is now placed at 245·2 million tonnes. As regards passenger traffic, the Third Plan envisaged an increase of 15 per cent. The overall passenger traffic on Indian Railways has increased by 9·8 per cent during the first two years. It is anticipated that during the last year of the Third Plan the increase would be around 15 per cent.

1961-62

As regards the Northeast Frontier Railway, an overall target of 5 per cent increase in loading in 1961-62 was laid down over the loading in 1960-61. The originating loading during 1961-62 was 3,17,321 wagons (in terms of MG) including BG loading, as against 3,21,452 wagons (MG) in 1960-61, indicating a decrease of 1·3 per cent. The reduction in the originating loading was primarily due to lesser offerings of ballast and boulders required for the Railways' construction organisation.

1962-63

The overall target was fixed at 10 per cent increase in loading over 1961-62. The originating loading during 1962-63 was 3,53,100 wagons on BG & MG Sections (in terms of MG wagons), as compared to 3,17,321 wagons during 1961-62, indicating an increase of 11·27 per cent. The increase in terms of tonnage lifted was, however, 15 per cent.

1963-64

The total originating traffic to be loaded during 1963-64 is estimated to be about 15 per cent over 1962-63. The Railway Board have also enjoined that the Northeast Frontier Railway would have to load 0·58 million tonnes of additional originating goods traffic over 1962-63.

The daily target of total loading tentatively prescribed is 70 Broad Gauge wagons and 1300 Meter Gauge wagons.

The targets for 1964-65 and 1965-66 have not yet been laid down.

The particulars of traffic handled by the Northeast Frontier Railway during the last three years are given below:—

Particulars		1960-61	1961-62	1962-63
<i>(Figures in thousands)</i>				
Passenger	BG	..	16,460	42,799
Kilometres	MG	2,532,776	2,549,667	2,841,698
	NG	..	5,520	4,237
Net Tonne	All	1,745,704	1,942,476	2,094,015
Kilometres	Gauges			
(Excluding				
Departmental)				

Operating Efficiency

Engine and Wagon Usage

23. Engine and wagon usage is a fair index of operating efficiency on a Railway. The table below indicates the engine and wagon usage on Northeast Frontier Railway (Metre Gauge) during the last three years as compared to All Railways (Metre Gauge):

	Northeast Frontier Railway (MG)			All Railways (MG)
	1960-61	1961-62	1962-63	1961-62
<i>Engine Usage</i>				
(a) Engine Kilometres per day per engine in use (passenger services)	211	211	206	222
(b) Engine kilometres per day per engine in use (goods services)	129	129	118	145
(c) Engine kilometres per day per engine in use (all services)	159	142	145	169
(d) Net tonne kilometres per goods locomotive day in use	27,325	27,788	27,568	29,615
<i>Wagon Usage</i>				
(a) Wagon Kilometres per day (in terms of 4-wheelers)	36.1	39.7	41.5	54.8
(b) Net tonne kilometres per wagon day (in terms of 4-wheelers)	282	319	325.6	445
(c) Net tonne kilometres per goods train hour	4,280	4,230	4,516	4,366

The engine and wagon utilisation on Northeast Frontier Railway does not compare favourably with the average of all Railways (Metre Gauge) except for net tonne kilometres per goods train hour. Though there was an improvement in wagon usage in 1962-63 as compared to 1961-62, there was marked deterioration in engine usage in 1962-63 as compared to the preceding year.

Utilisation of Diesel Engines

24. The Committee also find that the utilisation of diesel engines on Northeast Frontier Railway had deteriorated during 1962-63 as compared to 1961-62 and is much below that on the Western Railway as would be evident from the following figures:—

(Kilometres per diesel loco in use)

	<i>N.F. Railway</i>	<i>Western Railway</i>
1961-62	163	280
1962-63	156	297

It has been stated in evidence that apart from the fact that the staff are new, the special factors which affected the speed of trains in general naturally affected utilisation of diesel engines also. Since April, 1963 these engines have been given extended runs and the utilisation figure has improved to 210 kilometres per engine in use.

25. The Committee understand that the Efficiency Bureau of the Railway Board carried out a study of the utilisation of diesel locomotives on the Northeast Frontier Railway last year. According to the Bureau, the main reasons for the low utilisation of diesel engines are as follows:—

- “(a) The average speed of trains worked by diesel locomotives is low, resulting in excessive hours on the road. This is due to the Railway working to nearly 90 per cent of their section capacity, resulting in heavy detention for crossing and precedence and for line at terminals.
- (b) The number of locomotives put on line were much more than the requirements for the train services on which they were utilised, with the result that there was heavy overlap at the terminal points as well as at the home stations.
- (c) The average late starts to trains at Siliguri, Katihar and New Gauhati were excessive, which also contributed to increased detention at out-stations and home stations.”

The Committee are constrained to note from the study that 80 per cent of trains suffered late start at New Gauhati and 88 per cent at Siliguri mainly for late formation, paths and vacuum testing.

The Committee would urge that speedy and effective action may be taken on various suggestions of the Efficiency Bureau, such as, centralised control over the working of diesels, enforcement of a proper goods working time-table, running of double-headed trains with

full load, reduction of detention at home stations and terminals to diesels etc.

The Committee would also suggest that proper record should be maintained of the movement of diesel engines in sheds as well as in traffic and a periodical analysis undertaken with a view to take remedial measures to improve their utilisation.

Deterioration in Speeds of goods trains

26. The average speeds of through and working goods trains (MG) on N.F. Railway have been steadily deteriorating as will be seen from the following figures for the last three years:—

Year	(Speeds in KMs per hour)			
	Through Goods Trains		Working Goods Trains	
	N.F. Rly.	All Rlys.	N.F. Rly.	All Rlys.
1960-61	14.53	16.8	9.33	11.3
1961-62	14.08	16.4	8.53	11.1
1962-63	14.02	16.1	8.43	11.3

It has been stated in evidence that though there was a deterioration in the speeds of through and working goods trains (MG) during the last three years, the overall position for all goods trains had remained more or less stationary as would be seen from the following figures:

1960-61	11.5
1961-62	11.4
1962-63	11.5

The representative of the Ministry has stated during evidence that as a rule, on a single line section, the larger the number of trains that are run, the larger the loss of time on account of increase in the number of crossings etc. At a certain point, it almost becomes impossible to run any more trains. It has been reckoned that the economic number of trains on a single line section is about 16. The speed of trains starts deteriorating rapidly when the section is worked to about 80 per cent of its capacity. A Study of 'Speed of Goods Trains' carried out by the Efficiency Bureau indicated that:—

- “(a) for a given line capacity, the speed declines as the density increases. The rate of decline increases as the average density approaches capacity;
- (b) for a given density, the speed improves as the capacity increases. The rate is more pronounced when the section is working nearer to capacity; and
- (c) for a fixed elemental increase in density, the capacity remaining unchanged, the speed declines faster as the utilisation of capacity increases. If however, the capa-

city is correspondingly increased, the decline in speed is materially arrested.”*

The representative of the Ministry has stated that though the number of goods trains on single line stations on Northeast Frontier Railway has been greatly increased, it has been possible to check deterioration in speeds of goods trains by introducing diesel engines.

Besides, there are certain other special features affecting the speeds of trains on Northeast Frontier Railway, such as Naga disturbances, heavy rains, steep gradients on certain sections and above all the heavy movement of defence stores and personnel in 1962-63 which affected the speeds. Steps were being taken to increase yard and terminal capacities etc. and to form as many block loads as possible.

The Committee note with concern the steady deterioration in the speed of through and working goods trains on Northeast Frontier Railway during the last three years. While it is true that there are certain special factors which affect the speed of trains on this Railway, the Committee trust that, with the dieselisation of all through goods services on the greater portion of the Metre Gauge Section, as well as improvement in terminal and yard capacities, it would be possible for the Railway to improve its performance in this regard.

Ineffective Diesel Locomotives

27. The percentage of diesel locomotives under repairs was 12·9 and 16·20 in 1961-62 and 1962-63 respectively. It has been stated that the increased percentage of ineffective locomotives is due to certain defects having developed, such as failure of experimental disc brakes and defective working of exhausters.

The Committee note that these defects are being rectified by the makers' representatives. The Committee hope that the defects would be rectified expeditiously and the engines at present out of commission would be put to use without loss of time. The Committee have also no doubt that proper precautions would be taken to ensure that these defects do not recur in future supplies of diesel locomotives.

Movement of Goods

28. The tons carried and earnings by principal commodities for the last three years are indicated in the table reproduced in Appendix II.

In the following paragraphs, the movement of some of the principal commodities carried over the Northeast Frontier Railway are discussed.

MOVEMENT OF FOODGRAINS

Shortage of Wagons

29. The total loading of foodgrains on Northeast Frontier Railway during the last three years has been as follows:

	<i>(In lakh tons)</i>
1960-61	2·73
1961-62	2·59
1962-63	3·33

*“Speed of Goods Trains—Efficiency Bureau” January, 1955, p. 40.

During the course of evidence, a representative body of traders from Assam informed the Committee that there had been occasions in the past when the Northeast Frontier Railway had not been able to move foodgrains according to the programme drawn up by Government. Statistics were given to show that from Nowgong District, as against a total number of 4,467 wagons demanded by traders during the period of September, 1962 to August, 1963 only 2,720 wagons were supplied. Registrations had to be cancelled in respect of as many as 729 wagons as these were not supplied in time and the stocks had to be disposed of locally to avoid deterioration and loss.

The Committee called for statistics about the number of wagons required on Government account and trade account for movement of foodgrains from Nowgong District and the number of wagons supplied. The information supplied by the Railways is reproduced below:

Month	On Government Account		On Trade Account	
	No. of wagons indented	No. of wagons supplied	No. of wagons indented	No. of wagons supplied
September, 1962	61	61	312	312
October, 1962	76	76	228	228
November, 1962	152	152	226	226
December, 1962	76	76	296	296
January, 1963	7	7	405	405
February, 1963	12	12	287	287
March, 1963	38	38	320	320
April, 1963	46	46	325	325
May, 1963	145	145	451	451
June, 1963	169	169	573	573
July, 1963	186	186	415	415
August, 1963	72	72	235	235
September, 1963	128	128	300	300
October, 1963	15	15	355	355
November, 1963	31	31	381	339
TOTAL		1,214		5,067
		Outstanding registration on 30-11-63 On Government Account Nil.	On Trade Account 42 (oldest date of registration—30-11-1963).	

The Committee observe that while wagons have been supplied in full to meet indents on Government account, 42 wagons were supplied short against indents on Trade Account in November, 1963.

30. The Committee has also asked for statistics regarding the indents and supply of wagons for movement of foodgrains on North-east Frontier Railway as a whole on Government account and trade account and the information supplied by the Railways is reproduced below:

Month	Foodgrains on Government Account			Foodgrains on Trade Account		
	Total No. of wagons indented including the left overs of previous month	No. of wagons supplied	No. of wagons loaded	Total No. of wagons indented including the left overs of previous month	No. of wagons supplied	No. of wagons loaded
September, 1962	465	445	445	1435	1245	1245
October, 1962	452	435	435	1035	840	840
November, 1962	489	436	436	923	688	688
December, 1962	428	407	407	1218	849	849
January, 1963	333	325	325	1869	1574	1574
February, 1963	228	214	214	1475	1245	1245
March, 1963	341	329	329	1630	1204	1204
April, 1963	388	352	352	1625	1317	1317
May, 1963	659	644	644	1460	1288	1288
June, 1963	862	687	687	1908	1701	1701
July, 1963	744	722	722	1821	1687	1687
August, 1963	643	607	607	1085	983	983

In this connection, the Committee have also been informed that—

“Demands for only 36 wagons of foodgrains on Government account and 102 wagons on trade account were pending at the end of August, 1963. Marginal shortfalls, if any, between the indents and the loading figures for a particular month are invariably made good in the following month as figures of outstanding indents are carried forward from month to month.

In appreciating the statistics of indents against those of wagon supply and loading, it is to be remembered that there is an element of inflation in the monthly totals of indents in that if an indent say for two wagons is not met for five days, it will be repeated five times. As a result, the total indent against the actual demand of only 2 becomes 10. This does not occur in the case of supply and loading figures.”

The Committee are glad that Railways have been practically able to meet in full the demands for wagons for movement of foodgrains

on Government account though prima facie the position in June, 1963, does not appear to have been as good as in the other months. The movement of foodgrains on trade account was apparently also not so happy as that on Government account. While it may be that there is an element of inflation in the monthly total of indents it appears that the wagons could not be supplied in time.

As the movement of foodgrains is of vital importance in an area like Assam, the Committee would stress the need for close co-ordination between the Railways on the one hand and the Assam Government and the trade on the other, so as to ensure that the supply of wagons is so regulated as to meet promptly the demand in full.

Placement of Block Rakes

31. It has been represented to the Committee that "While demands for wagons accumulate for weeks and in some cases for months, the Railways at a later stage, all of a sudden and without previous notice, place blocks of 20 to 40 wagons at a particular station without allowing any extra time and facility for loading." In this connection, a representative body of traders have stated that whenever they have brought the matter to the notice of the Railway authorities or raised it in the Zonal Railway Users' Consultative Committee, they have been informed that the Railways give as much notice as possible regarding the running of block rakes.

The representative of the Ministry has stated in evidence that except in the case of jute, loading on Northeast Frontier Railway is mostly in small quantities and the requirements are met from day to day. The Committee would like the Northeast Frontier Railway authorities to ensure that as far as feasible due notice is given in all cases where movement has to take place in block loads, so as to obviate complaints of this nature.

MOVEMENT OF JUTE AND TEA

Procedure for Indenting Wagons for Jute

32. The Committee are informed that 90% of the quota of wagons for movement of jute is allotted to jute merchants' Associations while 10% is reserved for merchants who are not members of such associations. The Indian Jute Mills Association has, however, represented that the allotment of wagons to mill agencies is not commensurate with their requirements, mainly because the local jute merchants' associations, which are mostly unregistered bodies, are not acting impartially in trying to indentify the genuine consignors of jute. They have suggested that only bona fide sellers of raw jute should be allotted wagons through Railway District authorities.

It has been stated in evidence that the present procedure has been devised in order to check spurious registration by outsiders who are not in the trade and is working satisfactorily.

The Committee would like the matter to be investigated further by Government with a view to see what improvements, if any, could be effected in the procedure for allotment of wagons so as to leave no room for complaints of the nature voiced by the Indian Jute Mills' Association.

Movement of Jute and Tea by Rail, Rail-cum-River and Road-cum-River Routes

33. Next to Railways, river transport plays an important part in movement of such commodities as jute, tea etc. from Assam and North Bengal to Calcutta, while road transport provides the feeder services from producing centres to rail and river heads. A statement showing the percentage of the total jute and tea traffic moved by rail, rail-cum-river, and road and road-cum-river routes from areas served by the Northeast Frontier Railway to Calcutta during the years 1961 and 1962 is given below:

TEA and JUTE—Percentage to total despatch

Year	By Rail		By Rail-cum-River		By Road and Road-cum-River	
	Jute	Tea	Jute	Tea	Jute	Tea
1961 . . .	67.8	29.5	0.1	26.9	27.7	41.0
1962 . . .	74.9	33.6	0.1	17.9	21.5	46.5

NONE: 1. Separate figures of despatch by all road route are not available.

2. The above figures exclude despatches by other means such as by all river or by air.

It has been stated in evidence that Government's policy is to encourage all modes of transport in the region, which is necessary from the overall point of view of defence and strategy. Even apart from these considerations, it is not possible for the Northeast Frontier Railway alone at present to move the entire traffic originating because of its present limited capacity at transshipment points, terminals etc.

The Committee are further informed that consequent to the strike by the crew of the Joint Steamer Companies during the emergency, Government decided to set up a Road Transport Corporation in Assam to augment the total transport availability in the area. It is stated that the Railways would also be represented on the Board of Directors of the Corporation and that they do not apprehend any loss of revenue on account of the setting up of the Corporation.

While the Committee are in agreement with the Government's policy of encouraging all modes of transport, they would stress that too much reliance should not be placed on transport of goods by river through a foreign territory.

The Committee hope that with the extension of the Broad Gauge services to Assam and the augmentation of the ferry capacity at Farakka-Khejuriaghat, the Northeast Frontier Railway would be able to provide a stable and direct link between North Bengal and

Assam and the rest of India. The Committee expect that Government would see to it that other forms of transport, namely road and river transport, function in a manner complementary to, and not in competition with, the Railway.

Suggestions for attracting more Jute and Tea Traffic

34. In the earlier paragraph, reference has been made about the need for attracting more goods traffic to Northeast Frontier Railway. In this connection, the Committee had asked for a statement from the Railways indicating the comparative rates and transit time for jute and tea from important booking stations on Northeast Frontier Railway to Calcutta by different modes of transport. The requisite information received from the Ministry of Railways is reproduced in Appendices III and IV.

The Committee note from these tables that while the Railway rates are competitive, the transit time taken by them is appreciably longer than by other means of transport namely rail-cum-steamer route and road-cum-steamer route/all road route.

The Committee have been informed that with a view to preventing diversion of tea traffic to road, special rates have been quoted for tea booked from stations on Darjeeling-Himalayan Section to Calcutta via Silliguri junction on the basis of normal tariff rates but with the weight conditions of 180 maunds (65 quintals) per consignment instead of 350 maunds (130 quintals). These special rates are stated to have been in force since 25-10-1959. It has been admitted by Railways that the rates are not quite effective as there was decline in the movement of tea over railways during 1962-63 as compared to the previous year. It is understood that the Railways are considering whether it would be possible to introduce special rates for tea traffic by the new Jalpaiguri-Farakka route on the basis of normal tariff rates, but with reduced weight conditions of 25 quintals per Narrow Gauge wagon as against the weight condition of 65 quintals per consignment prescribed for the existing special rates by the Manihari Ghat route.

The Committee would suggest that early decision about the introduction of the concessional rates may be taken. The Committee feel that one of the most persuasive methods of attracting traffic is to reduce transit time and to ensure safe handling of goods. The Committee feel that the Railways should try to effect appreciable improvement in these two directions to attract more of goods traffic, particularly tea.

MOVEMENT OF PERISHABLES

35. It has been represented to the Committee that "fruits and vegetables mostly perish before reaching the destination unless booked in wagon loads and in the case of mango, even some wagon loads perish due to abnormal delay in transit."

It has been stated during evidence that special arrangements are made for movement of fruits, such as mangoes from Malda, oranges from Shillong and Sikkim and pineapples from Shillong during the

season. The programme for movement of such seasonal perishable traffic is drawn up in advance in consultation with the local authorities and the interests concerned and on the whole arrangements have proved quite satisfactory.

In regard to movement of pineapples from Tripura, however, it is stated that due to a number of transshipment points involved, the transit time is more. Another factor accentuating the difficulty is that these are booked in less than a wagon load.

The Committee, while appreciating the difficulties enumerated by the Railways in carrying pineapple from Tripura, would emphasise that transport of fruits and agricultural products has a great bearing on the economy of this Territory. They have no doubt that suitable measures would be adopted in consultation with the trade and the Administration to facilitate transport of perishables by rail.

The Committee have been furnished by the Ministry with the following statistics of claims paid on account of perishables during the last three years.

Year	No. of cases	Amount paid as compensation	Percentage of amount paid to total compensation paid by N.F. Railway
1960-61 . . .	1250	Rs. 3,70,814	10
1961-62 . . .	1689	Rs. 4,07,234	12
1962-63 . . .	1908	Rs. 4,30,342	11.6

It would thus appear that the percentage of amount paid as compensation on account of damage to perishables as compared to the total amount paid as compensation by Northeast Frontier Railway, is quite high.

An equally significant fact is that the quantum of fruits and vegetables moved by Metre Gauge on Northeast Frontier Railway fell down from 53,000 tons in 1960-61 to 27,000 tons in 1961-62 and was only 36,000 tons in 1962-63*. As Assam and North Bengal, served by Northeast Frontier Railway, are rich in fruits and vegetables, the Committee feel that concerted measures are called for to improve quick and safe handling of perishables in order to attract more such traffic to the Railways, and reduce the incidence of claims.

*Please see Appendix II (Item 22).

PETROLEUM (P.O.L.) TRAFFIC

Supply of Tank Wagons

36. The Burmah Oil Company have stated in their memorandum to the Committee that during the period January to June, 1963 they had "on one occasion to reduce refinery production due to there being insufficient tank wagons in the Tinsukia based fleet to move normal production and to clear the accumulation which had arisen as a result of earlier intermittent shortages of tank wagons, arising partly from the emergency."

It has further been stated that "the steady flow of our products is not infrequently interrupted by the suspension of bookings to particular destinations *via* particular junctions due to congestion, delays in transit or temporary shortages of tank wagons or box wagons."

37. The representative of the Ministry has stated in evidence that the requirements of tank wagons are being fully met and there has been no instance where production was hampered as a result of non-availability of transport. A close watch is kept on the requirements of the refineries. In fact, experience has shown that the Burmah Oil Company are not making full use of the Tinsukia based fleet. A part of it has, therefore, been withdrawn for use at Noonmati.

Occasionally, however, difficulties arise due to the inability of oil companies to release wagons quickly at Garhara and New Jalpaiguri transshipment points.

At New Jalpaiguri the Oil Companies are experiencing difficulty in getting sufficient electric current from the West Bengal Government for working electric pumps for transshipment purposes. The matter is being pursued by the Ministry of Petroleum and Chemicals with the Government of West Bengal.

It has been further stated that at Garhara, an officer has been posted to look into any difficulties that might arise as a result of dual control of the Metre and Broad Gauge points by Northeast Frontier and North Eastern Railways respectively. Certain additional facilities like ground tanks, additional pumps etc. are to be provided by the Indian Oil Company, which they were hesitating to provide, because these might no longer be required after the commissioning of Barauni Refinery and the pipeline. In the meantime, it has been agreed that black oil should be transhipped at New Jalpaiguri instead of at Garhara.

38. The Committee called for detailed information about the number of tank wagons indented for every month by each of the Oil Companies during 1962-63 and in the current year, the number of wagons placed and actually filled. The requisite information supplied by the Railways is reproduced in Appendix V.

The Committee note from the statement that although for most of the months, the supply of wagons has been equal to or more than the number indented for by the Refineries there have been occasions, notably in November and December, 1962 for Noonmati Refinery and in February, March and May, 1963 for Digboi Refinery, where tank wagons supplied were short of the Number indented for. As far as the short supply in November and December, 1962 at Noonmati is concerned, two factors, namely the Emergency and the steep increase in indents in these months, appear to be the main reasons for short supply. In the case of Digboi refinery the shortage was never more than 41 wagons in a month. In this connection, the Railways have also stated in a foot-note to their statement of indents and supply of tank wagons that "In appreciating the totals of monthly indents as against the totals of supplies made, it has to be appreciated that if an indent of say, two wagons is not met for, say, 5 days, it will be repeated on each of the successive five days so that the total will be $5 \times 2 = 10$ while the actual demand is only 2. As a result of this feature, there is inevitably an element of inflation in the monthly totals of indents which is not the case with the totals of supplies made or loadings."

39. The Committee have been informed during evidence that there is close liaison between the Railways and the Oil Companies and that a post of Deputy Chief Operating Superintendent has been specially sanctioned on the Northeast Frontier Railway for movement of POL traffic. It is stated that after taking into account the anticipated production of the refineries and their estimated demand of wagons for a month, the Railways make necessary adjustments in the tank wagon fleets at Noonmati, Tinsukia and Digboi, so as to meet their demands in full.

The Ministry of Railways have categorically stated that "there was no case of production having suffered during 1962-63 and during the current year (upto October, 1963) due to non-placement, delay in placement or short supply of tank wagons."

40. The Committee understand that a meeting was convened between the representatives of the Ministry of Railways/Northeast Frontier Railway, North Eastern Railway and Eastern Railway on one side and the Ministry of Petroleum and Chemicals/Indian Oil Company on the other, at Garhara on 30-9-1963 and 1-10-1963, and at Pandu on 10-10-1963 where the position regarding despatch of oil by the Indian Oil Company from the refineries and other related matters were discussed in detail. The discussions emphasised that night handling facilities should be developed, transhipment of furnace oil should be shifted from Garhara to New Jalpaiguri, and that the Railways should provide additional lines, lengthen the shunting neck at Gauhati as also take effective action to see that damaged tank wagons were not supplied to the refineries.

The Committee note that decision was also taken that a survey should be carried out jointly by the Indian Oil Company and the Northeast Frontier Railway to find out the proportion of black and white oil tank wagons that are actually available. Necessary steps would thereafter be taken to ensure that a tank wagon fleet, con-

sisting of 70 per cent of tank wagons for loading of white oil and 30 per cent for black oil, is provided.

The Committee recommend that the aforementioned agreed decisions should be implemented without delay to achieve maximum results.

Effect of Pipe Line on Tank wagons

41. Asked whether any assessment had been made of the requirements of tank wagons for movement of POL traffic on Northeast Frontier Railway, the representative of the Ministry of Railways has stated that a full assessment of the requirements was made long before the Noonmati Refinery went into production. He mentioned that the strength of tank wagons on Northeast Frontier Railway had been augmented in recent years. The number of tank wagons has been increased from 692 on 1-4-1961 to 1177 on 1-4-1962 and to 1856 on 1-4-1963. 230 tank wagons were still on order and would be available for service in the next six or eight months. They are not programming any further for there is the question of moving production of Noonmati Refinery by pipe lines to Barauni and Siliguri. The crude oil is also to be moved by pipe line.

42. Asked whether the installation of pipe lines would render the tank wagons idle and result in infructuous expenditure, the representative of the Ministry of Railways has clarified that the entire production is not going to be moved by pipe line. For example, black oil, which is 30 per cent of the production, would still continue to be moved by tank wagons. Similarly, a portion of white oil would be moved by tank wagons. All the requirements of stations from Gauhati to Siliguri would also be moved by tank wagons. Similarly, the requirements of Tezpur section and North Lakhimpur would move by tank wagons as no pipe line was being laid there. The existing tank wagons would thus be fully utilised.

The Committee are glad that the Railways are cognisant of the likely impact of the installation of pipe lines on the movement of oil in their tank wagon fleet. They would stress that there should be close co-ordination between the Ministries of Chemicals and Petroleum and the Railways so that there is no infructuous expenditure resulting from idling of existing tank wagons.

Placement of Unserviceable Tank wagons

43. It has been represented to the Committee that loading operations are hampered because the placements frequently include damaged and hot-axled tank wagons, or full tank wagons which have been misrouted or tank wagons which are unsuitable for the traffic offered (e.g. without pressure valves, in the case of motor spirit). It has further been stated that such unfillable wagons are treated by the Northeast Frontier Railway as "wagons placed but not filled", thus creating an impression that there was an excess supply of tank wagons.

The Committee have been informed that 944 wagons out of 18,272 wagons which were supplied to the Indian Oil Company in

1962-63 and 1963-64 (Upto October, 1963), were either damaged or reserved for aviation spirit or misrouted or otherwise unserviceable.

The Committee note that the number of such wagons is about 5 per cent of the total number of wagons supplied. The Committee would stress on the Northeast Frontier Railway the need for ensuring that only serviceable wagons are supplied against indents to oil Companies to avoid complaints.

Turn-round of Tank Wagons.

44. The following table shows the turn-round* position of tank wagons during the years 1960-61 to 1963-64 (Upto September, 1963):

	(In days)
1960-61	15.0
1961-62	13.2
1962-63	19.3
1963-64 (upto Sept. '63)	19.1

It would be seen from the above that there was deterioration in the turn-round of tank wagons in 1962-63 and to a lesser extent in 1963-64. It has been explained in evidence that it was due mainly to emergency conditions, longer leads and Naga trouble. With a view to improve the turn-round of tank wagons, the Railways are increasingly resorting to movement by block rakes. 252 block rakes of POL were run during the period April, 1963 to September, 1963.

The Committee, however, note that despite the movement of POL traffic in block rakes, the turn-round position of tank wagons has not shown any marked improvement during the current year. The Committee also notice that there is heavy detention of wagons particularly in Duliajan yard which has ranged from 30 hours in May, 1963 to 70 hours in August, 1963. *The Committee would stress the need for reducing such heavy detentions to tank wagons in the yards. They would also suggest that a study may be undertaken of the movement of tank wagons with a view to devise effective measures to improve the turn-round.*

Transshipment of oil from Damaged Tank Wagons

45. The Burmah Oil Company have stated in their Memorandum that—

“Although there is a standing Agreement with the Railways that we, or our Agents, should be called upon to carry out transshipments when tank wagons become damaged or unserviceable en-route, the transshipment is sometimes carried out by Railway staff who are not aware of the

*The wagon turn-round is calculated by dividing the total number of effective wagons in use by the total number of wagons loaded plus the loaded wagons received.

Quality Control requirements. If the relief tank wagon is dirty (inside), e.g. if it has previously been used for Black Oil, any White Oil consignment transhipped into it will become contaminated. This causes a loss to the nation and is dangerous in the case of Aviation Fuels because contamination of one tank wagon en-route could, and almost certainly would, cause the entire stock in a receiving storage tank to be put off specification."

46. It has been stated during evidence by the representative of the Ministry that "the standing instructions are that whenever full tank wagons get damaged en-route for any reason, the representative of the oil company concerned is asked to come and supervise the transhipment. That is generally done. In regard to diesel oil tanks, however, since the railway staff have been handling it for loco purposes, it is not necessary to delay the transhipment of the damaged tank wagon awaiting the representative of the oil company. We have recently received some complaints about this."

In a further note, the Ministry have explained that in the case of ordinary oils, transhipment from tank wagons which are damaged due to accident or any other cause, is done by the Railway staff themselves. But petroleum and other inflammable liquids require specialised handling on account of their being dangerous. Unlike other oils, they cannot be transhipped from a damaged tank wagon to another without expert supervision and guidance. It has, therefore, been the practice on the Railways to ask for assistance from the Oil Companies concerned to undertake transhipment work after a fresh tank wagon has been supplied for transhipment.

The Committee have been informed that instructions exist to the effect that the tank wagons to be supplied for arranging transhipment should be of the proper type to take the goods with a view to obviating complaints and/or possibilities of damages due to contamination. The Railway staff are also required to give necessary assistance to the representatives of the Oil Companies to cordon off the areas where transhipment is done. The responsibility to take all precautions during transhipment rests with the representatives of the Oil Company.

The Ministry of Railways have stated that existing instructions to the Railways already provide that all reasonable expenses in connection with the transhipment work done by the Oil Company should be reimbursed by the Railways in consultation with their F.A. & C.A.O. These instructions have also been repeated to the Railways.

There were 79 cases in which transhipment was done by the Oil Companies on the Northeast Frontier Railway from November, 1962 to October, 1963. It has been added that there was no case of transhipment of oil from damaged tank wagons by the Railway staff. The Burmah Oil Company have supplied a statement to the Committee (See Appendix VI) indicating particulars of tank wagons which they "have reason to believe were transhipped by the Railways in 1963".

The Committee would like the Railways to ensure that the prescribed procedure for transshipment of oil from damaged oil tank wagons is strictly followed so that there is no avoidable loss or contamination of the contents of tank wagons, which is particularly important in the case of aviation fuels.

Oil India's Wagon requirements

47. Oil India Limited have represented to the Committee that—

“The requirements have never been met promptly in the past or at present. The situation has now further deteriorated due to priority given to the Defence requirements, but we would like to emphasise that the railways were unable to cope up with our requirements even before the emergency.

The position now is that we cannot be certain of the railways providing the Company even a single wagon promptly. We, therefore, face the situation of having expensive oilfield equipment required urgently at other fields/areas lying idle awaiting railway wagons. Road transport is generally not feasible due to weight restrictions on road bridges. As regards wagons to move road construction materials, prospects of getting railway facilities now or in future indeed appear most bleak. The Company is committed by an agreement with Government to drill prospecting wells within a specified time. It is unlikely that we will be able to do so unless wagons are provided to haul the road construction materials for our access road.”

48. The representative of the Ministry admitted that due to defence requirements, the movement of stores, machinery, road construction materials, bricks and oil field drilling and production equipment, required by the Oil India Ltd. at their bases at Duliajan and Moran had suffered. It was added that as the position had since eased, all efforts would be made to expedite the movement of the requisite machinery and stores.

The Committee would like the Railway Board to scrutinise carefully cases of this nature with a view to see that all possible efforts are made, consistent with defence requirements, to move in time the stores and machinery required for oil prospecting and drilling.

It has also been represented to the Committee that at present the contractors of the Oil India Ltd., can register their requirements only upto 5 wagons at a time. It has been suggested that it would greatly facilitate matters if the contractors of Oil India Ltd., are allowed to register their total requirements of wagons.

The Committee would suggest that the question of allowing the contractors of Oil India Ltd., to register their total requirements of wagons may be examined early.

Lease of land to Oil Companies

49. The Committee understand that three applications for lease of railway land for setting up additional 'bulk' petroleum storage

depots on the Northeast Frontier Railway have been pending for more than two years. On Railways being asked to explain the reasons therefor, they have intimated that the land has not yet been formally handed over to them by the State Government.

The Committee are surprised that the matter has been pending for more than two years. The Railways should pursue the matter with the State Government and take an early decision on the leasing of land to the Oil Companies for setting up of additional bulk petroleum storage depots which are increasingly necessary to facilitate movement of petroleum in block rakes.

Liaison with Oil Companies

50 Liaison between the Railways and the various Oil companies is at present maintained through an advisory body called the Railway Inland Petroleum Movement Committee (RIPMC). A number of complaints have, however, been received by the Committee from Indian as well as foreign oil companies about the difficulties experienced by them in the movement of POL and allied traffic on Northeast Frontier Railway. Some of these complaints have been discussed by the Committee in the preceding paragraphs.

The Committee feel that the liaison between the Railways, the Ministry of Petroleum and Chemicals, and the Oil Companies Refineries has not been very purposeful. The Committee, are however, glad to note that some initiative in the matter has recently been taken by the Railways and that a detailed discussion was held between the representatives of the Ministry of Railways/Northeast Frontier, North Eastern, and Eastern Railways and the representatives of the Ministry of Chemicals and Petroleum/Indian Oil Company, on the question of transshipment of POL and other allied matters at Garhara on the 30th September and 1st October and at Pandu on the 10th October, 1963. The Committee would commend similar field meetings being held between the Ministry of Railways/N.F. Railway and the Ministry of Petroleum and Chemicals/Refineries, so that the difficulties experienced in the movement of POL traffic and other allied matters are resolved satisfactorily.

Coal Consumption

Coal Bill

51. The Committee have been informed that the total requirement of coal on the Northeast Frontier Railway is of the order of 50,000 tonnes per months, comprising of approximately 24,600 tonnes of Bengal-Bihar coal and 24,800 tonnes from Assam Coalfields.

The coal from Assam Coalfields is ungraded, while the coal from Bengal-Bihar Coalfields is of selected 'A', selected 'B' and Grade I.

Bengal-Bihar coal is used on the Northeast Frontier Railway upto Fakiragram, while Assam coal is mainly used on the South Bank and in a few locosheds on the North Bank upto Bongaigaon. The point upto which the use of coal from the respective Coalfields is confined has been mainly based on consideration of the respective cost of coal including freight charges etc. from Bengal-Bihar and

Assam Coalfields at the consuming point. The average cost of coal per tonne during the last three years is given in the table below:

Year	Quantity of coal consumed in Tonnes	Average cost of coal inclusive of freight charges etc. Rs./tonne.	Total cost of coal per annum (In lakhs of Rs.)
1961-62 Bengal-Bihar	230,432	47.60	110
Assam	240,144	43.18	103
TOTAL	470,576		213
1962-63 Bengal-Bihar	182,819	47.82	87
Assam	249,454	45.59	209
TOTAL	432,273		201
1963-64 Bengal Bihar	205,500	48.71	100
Assam	267,000	50.65	135
TOTAL	472,500		235

The Committee are surprised to note that in 1963-64 (so far) the average cost of coal per tonne, including freight charges etc., from Assam is Rs. 50.65, which is higher than Bengal-Bihar coal whose average cost is only Rs. 48.71. Considering that the Assam coal is ungraded and has to be carried over less distance as compared to Bengal-Bihar coal, the Committee would have ordinarily thought that it should cost appreciably less than the Bengal-Bihar coal, as in fact was the position in previous years. The Committee would suggest that the Railways should go into the question of economics of the use of these two coals.

The Committee would also like to mention in this connection that Assam has rich sources of oil which are being increasingly tapped. The Committee also understand that the use of diesel engines on the Northeast Frontier Railway has resulted in better performance. In view of these considerations, the Committee would suggest that the question of accelerating the programme of dieselisation in this region should receive urgent consideration.

Losses on Coal

52. The Committee observe that the Efficiency Bureau in the study of North East Frontier Railway have *inter alia* observed that "After allowing for arrear adjustments, it is found that the loss on

fuel, particularly on the Northeast Frontier Railway, is very high and is of the order of nearly 9 per cent of the total coal consumed. The Railway should take special measures to bring down the losses."

53. The Ministry of Railways have explained that the value of the loss of coal expressed as a percentage of coal bill, has not widely fluctuated as would be seen from the following table:

Year	Annual Coal Bill in Lakhs of Rupees	Value of loss of Coal	
		In Lakhs of Rupees	Percentage of loss to coal Bill
1958-59	188	12.18	6.7
1959-60	203	11.68	5.8
1960-61	227	12.61	5.7
1961-62	223	19.63	8.7
1962-63	238	14.68	6.2

The Ministry of Railways have added that the increase in the percentage of loss to coal bill in 1961-62 was mainly due to arrear adjustments in that year of most of the Stock Finishing Reports pertaining to previous years.

The losses of coal comprise not only of losses in transit and at transshipment points due to pilferage and wastage, but also losses in loco sheds, etc. The Committee are informed that the Northeast Frontier Railway have taken the following steps to minimise the loss of coal:

- (i) The districts have been suitably directed to ensure correct accountal of coal.
- (ii) Surprise checks of the wagons of coal received at the consuming points are conducted jointly by the Security Inspectors and Fuel Inspectors, specially at sheds from where heavy shortages are reported.
- (iii) Security Department of the Railway has strengthened their staff to ward off pilferage.
- (iv) The Railway Protection Force staff also escort some of the coal carrying trains originating from the Assam collieries.
- (v) Coal from the Bengal-Bihar fields is now moved by the all-India route *via* Farakka and New Jalpaiguri instead of by the Indo-Pakistan route.

The Committee consider that it should be possible for the Northeast Frontier Railway to bring down the heavy pilferage losses on coal as it is now being moved from Bengal-Bihar fields by the all-India route via Farakka-New Jalpaiguri instead of Indo-Pakistan route. They would also emphasise in this context the need for tightening up security measures particularly in transshipment yards and loco sheds to eliminate losses.

Rate of Coal Consumption on M.G. Section

54. The Committee observe from the statement given below that there has been marked increase in the rate of coal consumption per 1,000 gross tonne kilometres (MG Section) both on passenger and goods services particularly in the case of the latter, during the last three years:—

(In Kilograms)				
Year	Passenger and Proportion of Mixed			Goods and proportion of Mixed
1960-61 . . .	45·6			42·2
1961-62 . . .	49·4			45·7
1962-63 . . .	47·9			50·9

This would appear to be a natural corollary of deterioration in speeds as well as in engine utilisation, discussed in the earlier paragraphs.

The Committee also note that the Efficiency Bureau in its analysis of the working expenses of the Northeast Frontier Railway have *inter alia* indicated that there is scope for improvement in Coal Consumption in shunting services. The Committee are informed that the Northeast Frontier Railway have taken steps to keep a watch on the consumption rate of shunting services by intensifying the activities of the Fuel Control Organisation, imparting training to running staff in the proper methods of operation and firing techniques and by checking and improving the maintenance standard of the locomotives.

Since heavy losses are being incurred on the running of the Northeast Frontier Railway, the Committee would stress the need for taking concerted measures for effecting economy in the fuel bill.

Rate of Coal Consumption on B.G. Section

55. Coal consumption on the Broad Gauge Section of the Northeast Frontier Railway is considerably higher than on other Zonal Railways as would be seen from the following figures:

(Kilograms of Coal Consumption per 1000 gross tonne kilometres)..

		1961-62		1962-63	
		N. F.	All India average for B.G.	N.F.	All India average for B.G.
1	Passenger and proportion of mixed trains .	94·2	52·9	82·5	53·1
2.	Goods and proportion of mixed trains .	83·9	42·1	83·1	43·6

While the position has improved during 1962-63 as compared to 1961-62, the consumption is still very high. It has been stated in evidence that it is due to the fact that Broad Gauge on this Railway constitutes a very small section which again is being mainly used for goods, involving a good deal of shunting. Another extenuating factor is the use of overaged engines on this section.

The Committee find that the goods services on the Broad Gauge Section of this Railway consume nearly 100% more coal as compared to other Zonal Railways. They would, therefore, stress that concerted measures may be taken to reduce the coal consumption also on the Broad Gauge section of the Northeast Frontier Railway.

Overcrowding

56. In a number of memoranda submitted to the Committee by Passengers' Associations and other non-official bodies, mention has been made of the acute problem of overcrowding prevailing on almost all sections of the Northeast Frontier Railway. Representatives of non-official bodies have stated in evidence before the Committee that due to insufficient number of trains, the short distance passengers have to rely on long distance trains, thus adding to overcrowding.

57. It has been confirmed by the Ministry of Railways that a census of occupation of all trains carrying third class passengers on the Northeast Frontier Railway has shown that the trains on the main line section between Katihar and Tinsukia are heavily overcrowded. The Railways have stated that steps have been taken to relieve overcrowding to the extent feasible by introducing additional trains and by augmenting loads of existing trains.

From 1-10-63, an additional passenger train has been provided between Barauni and Siliguri. The following trains running on the main line section have also been strengthened:

Train No.	Loads augmented by	Date of augmentation
5 Up/6 Dn N.B.Expresses	1 third class bogie	1-10-62
	2 third class bogies	15-7-63
3 Up/4 Dn Assam Mails	1 first & third class bogie	1-4-63
1 Up/2 Dn A.T.Mails	1 third class bogie	1-10-62
	1 third class bogie	15-7-63
61 Up/62 Dn Gauhati-Tinsukia Passengers.	1 third class bogie	1-10-62
	2 third class bogies	15-7-63
69 Up/70 Dn Mariani-Tinsukia Passengers	3 third class bogies	1-4-62

It is envisaged that during the remaining years of the Third Plan, an additional pair of trains would be introduced between Dibrugarh and Katihar. In view, however, of the fact that heavy military traffic has to be moved to and from Assam area and that line capacity east of Siliguri is limited, the Railways are doubtful whether it would be feasible to introduce any additional trains between Siliguri and Gauhati during the remaining period of the Third Plan.

As regards the section Gauhati-Lumding-Mariani-Tinsukia, a large number of line capacity works are currently in progress and the Railways hope to augment the passenger services on this route towards the end of the Plan period.

The Committee are glad that some additional Third class bogies have been attached with important trains like Assam Mail, A.T. Mail etc. to augment capacity.

They would stress on the Railways the need for introducing short distance passenger trains and diesel Rail Cars to the extent feasible to relieve overcrowding.

Janata Train

58. The Committee find that the question of introducing a Janata train on the Northeast Frontier Railway was raised in the meetings of the Zonal Railway Users Consultative Committee more than once. It has not been possible to give effect to the proposal due to shortage of coaches and engines. As no Janata train is at present running on the Northeast Frontier Railway, the Committee recommend that at least one such train should be introduced on Northeast Frontier Railway.

Punctual Running of Mail/Express Trains

59. A statement showing the punctuality performance of trains on Metre Gauge Section of the Northeast Frontier Railway is reproduced in Appendix VII. It would be seen therefrom that the punctuality percentage of Mail/Express trains on the Northeast Frontier Railway has fluctuated from 13.8 per cent in November, 1962 to 91.3 per cent in September, 1963.

The Ministry of Railways have furnished the following explanation for the wide fluctuations in the percentage of Mail and Express trains (MG) not losing time on Northeast Frontier Railway:—

“The performance suffered a set-back after the Chinese invasion and consequent movement of heavy traffic since October, 1962 to Assam area. With the pressure of heavy emergency traffic easing, the performance of Mails and Express started registering improvement from January, 1963. But the general improvement in train operation was very gravely checkmated in April, 1963 by the Naga Hostiles’ attack on a passenger train on 9-4-1963 resulting in complete dislocation in the running on the Lumding-Simaluguri Section. This adverse factor with all its chain

reactions coupled with the other un-avoidable factors, such as heavy cyclone and hailstorm leading to total interruption in communications, scanty flow of water at Bangiya and Manipur Road causing heavy detention to trains for watering train engines, alarm chain pullings, running of patrol specials for security reasons etc. resulted in the performance of trains dropping drastically during April, 1963.

Efforts were, however, made to achieve better performance even within the limitations imposed by the conditions arising out of the Naga troubles. For instance, with the night running of passenger trains continuing to be banned on the Lunding-Simaluguri section for safety and security reasons, a revised pattern of services was drawn up and punctuality drives launched; night running of goods trains was resumed. As a result of these endeavours and constant vigil on the part of the railwaymen at all levels to ensure that all avoidable causes of adverse performance of trains were eliminated, it was possible to effect a gradual improvement in the punctuality beginning from May, 1963, the punctuality percentage rising as high as 91.3 in September, 1963."

The Committee would stress that close and constant attention should be paid by the Northeast Frontier Railway Administration to the punctual running of passenger carrying trains.

Statistical Publications

60. Statistics are of vital importance for an operating organisation like the Railways. The Committee understand that the compilation and publication of domestic statistics were started on the Northeast Frontier Railway only with effect from April, 1962. It has been stated that the Railway was initially handicapped in the matter of compilation of statistics due to lack of experienced staff and calculating machines. These handicaps had been steadily overcome and the Statistical Branch had been able to speed up the submission of periodical and monthly returns, etc. to the Board's Office.

The Committee, however, find that there continues to be heavy time-lay in the publication of statistics. For example, the "Northeast Frontier Railway—Domestic Statistics Part I—Traffic Operating," for July, 1963 were published only in December, 1963. The Northeast Frontier Railway have explained that the delay is due firstly to late receipt of initial returns from various stations and secondly in printing through private printing presses in the absence of a well equipped Railway press.

The Committee feel that if the statistics are to serve any real use, they should be brought out in time. They would stress that remedial measures may be taken to ensure that initial information is received and compiled promptly and is published without loss of time.

CHAPTER III

PASSENGER AMENITIES AND COMMERCIAL MATTERS

Passenger Amenities

61. The position regarding the provision of passenger amenities at stations is indicated in the table below:—

Item of amenities	Total No. of stns. on N.F. Rly. before 2nd Plan	No. of stns. provided with amenities before the 2nd Plan	No. of stns. provided with amenities at the end of 2nd Plan	No. of stns. programmed for providing amenities at the end of 3rd Plan	Remarks
1	2	3	4	5	6
<i>Basic</i>					
1. Improved latrines and urinals . . .	370	283	72	15	..
2. Water supply at stations	325	45	10	Planned for improvement
3. Surfacing of platforms	355	15	..	..
4—Waiting halls	355	35	10	During 3rd Plan extension has been planned depending on passengers statistics.
5. Provision of benches	320	50	..	..
6. Lighting of waiting halls and booking offices.	365	5	..	..

1	2	3	4	5	6
7. Booking arrangement	365	5	..	..
8. Planting of shady trees	310	60	20	Additional planted
<i>Other Improvement Amenities</i>					
9. Raised platforms	85	12	10	..
10. Catering and Vending	86	50	10	..
11. Foot over bridge	13	2	5	.
12. Platform shelter	22	18	7	..

Note: During the 2nd Plan period, 22 additional stations were built, and these are all provided with basic amenities. Stations that will be provided during the current Plan period will also be provided with basic amenities.

The Committee find that the basic amenities, have not been provided in the case of 10 to 15 stations. The Committee recommend that the basic amenities should be provided at these stations without loss of time.

Shortfall in Passenger Amenity Works

62. There has been a shortfall of more than Rs. 10 lakhs in the utilisation of funds allocated for passenger amenities on Northeast Frontier Railway during the first two years of the Third Plan as would be seen from the following figures:

(Rupees in Lakhs)

Year	Amount Allocated	Actual Expenditure
1961-62	24.38	15.18
1962-63	17.51	16.05
	41.89	31.23

It has been stated in evidence that the shortfalls are due to a large number of urgent operational works having been taken up in the area and the difficulty in finding materials. It is further stated that the Northeast Frontier Railway is being allotted more funds to raise the standard of passenger amenities than its mileage warrants, and steps are being taken to see that the entire money is spent in future.

In view of the fact that the standard of passenger amenities on Northeast Frontier Railway is admittedly lower than that on other Railways, the Committee consider the shortfalls in expenditure on passenger amenities works as unfortunate. They would urge the Railway administration to draw up a detailed phased programme of works to be undertaken during the remaining years of the Third Plan so that necessary action could be taken well in advance for procurement of the requisite materials etc. They hope that the allocations to be made to the Northeast Frontier Railway for passenger amenities during the remaining years of the Third Plan would be fully spent.

Passenger Amenities at Ferry Ghats

63. It has been represented to the Committee that passenger amenities at Ferry Ghats *viz.* Sakrigalighat, Manihari Ghat and Sahib Ganj are inadequate, and that the passengers have no protection from sun and rain as no waiting halls have been provided there. As it may not be possible to provide covered accommodation, due to frequent shifting of the ghats, the Committee suggest that the Railways concerned might consider the feasibility of utilising old and unserviceable coaches for the purpose.

Attracting Tourist Traffic

64. The following measures have been taken on the Northeast Frontier Railway to attract tourist traffic:

- (i) Issue of concessional tickets for overseas tourists in air-conditioned class, allowing 15 per cent. reduction in the normal tariff rates
- (ii) Issue of "Travel As You Like" tickets at a lump-sum rate of Rs. 560 per ticket available for 30 days for overseas tourists for travel in air-conditioned class and by 1st class where air-conditioned accommodation is not available, for a period of two years with effect from 1st April, 1962.
- (iii) Issue of concessional return tickets over rail-portion for distances not less than 240 Kms. in 1st, 2nd and 3rd classes at 1½ single journey fares from 1st April to 31st October to Darjeeling Kurseong, Kalimpong Out-agency and Shillong Out-agency.
- (iv) Provision of a camping coach at Siliguri for the use of tourists.
- (v) Provision of a retiring room at Lumding Junction station.

- (vi) Augmentation, to the extent necessary, of 1st class accommodation on certain trains between Maniharighat and Darjeeling during the season time and introduction of a bi-weekly air-conditioned service on one of the trains between Maniharighat and Siliguri during the months of April, May and June.

The Ministry of Railways have further informed that the following proposals are under consideration:

- (i) provision of retiring room at Darjeeling, Tezpur and Karimganj Stations.
- (ii) provision of additional retiring room accommodation at Gauhati Station.

The Committee feel that with the proposed opening of the Broad Gauge link from Calcutta to Siliguri for passenger traffic in April, 1964, more attention should be given to the provision of amenities such as retiring rooms, refreshment rooms etc., to attract tourist traffic in North Bengal and Assam areas.

65. The Committee are informed that the Railways are maintaining liaison with the State Governments of Assam and West Bengal in order to assess the additional facilities required at tourist centres. A proposal for the provision of a tourist counter at Siliguri junction is stated to be under the active consideration of Northeast Frontier Railway.

The Committee would suggest that early decision should be taken on the aforementioned proposals for increasing facilities for tourists. on the afore-mentioned proposals for increasing facilities for tourists. counters at suitable Railway stations, so that information is made readily available to the tourists.

The Committee would also suggest that the Government should take initiative to develop suitable places in Assam, Dooars and Darjeeling areas, which abound in scenic beauty so as to attract more tourist traffic.

Claims

Claims cases

66. The number of claims cases received and disposed of during the last three years is indicated below:

Year	Brought forward from previous year	No. of fresh claims received and the number of cases reopened	Total No. of Claims	(Rs. in lakhs)	
				Total No. of claims disposed of	Amount paid as compensation
1960-61 . . .	5,284	21,307	26,851	23,989	21.55
1961-62 . . .	8,145	27,519	35,664	29,752	24.64
1962-63 . . .	5,912	29,424	35,336	31,356	27.47

The Committee understand that 1931 claims cases were pending for more than 3 months on 31st March, 1963 as against 3317 cases pending for more than 3 months on 1st April 1962.

67. It has been represented to the Committee by a non-official organisation that certain claims have been pending on the North-east Frontier Railway on account of non-availability of papers as a part of the Claims Organisation was shifted from Calcutta to Gorakhpur and later from Gorakhpur to Pandu.

The Committee would stress that special efforts should be made to dispose of long pending claims cases.

Amount paid as compensation

68. The Committee find from the table below that the amount paid as compensation on Northeast Frontier Railway is very much higher than on the adjacent North Eastern Railway even though its gross traffic receipts are much less:

(Rupees in Lakhs)

	Gross Traffic Receipts			Amount paid as compensation		
	1960-61	1961-62	1962-63	1960-61	1961-62	1962-63
N.F.Rly.	1346.47	1543.81	1756.90	21.55	24.64	27.47
N.E.Rly.	2054.84	2376.99	2557.50	14.46	9.42	10.49

It has been stated during evidence that the incidence of claims on Northeast Frontier Railway is comparatively high because of long lead traffic involving break of gauge and riverine transshipment as well as re-packing at several points *en route* in case of "smalls" and parcels. A Claims Prevention Organisation has been set up on the Northeast Frontier Railway with a view to reduce the incidence of claims. The following measures have been taken to eliminate the incidence of pilferage and theft of consignments on Northeast Frontier Railway:

- (i) escorting of trains carrying valuable goods over vulnerable area during the night by Armed Security personnel;
- (ii) augmentation of security staff in yards and at stations at important commercial stations on programmed basis;
- (iii) deputing inspectors for keeping special watch on grains and pulses, piece goods, sugar and perishables which are the most vulnerable commodities;
- (iv) joint checks on unloading of wagons by claims prevention Inspectors and security personnel at transshipment, repacking and commercially important stations and taking follow up action, wherever necessary;

- (v) deploying plain clothed staff at vulnerable yards and sheds;
- (vi) maintaining vigilance in yards and stabling points and at stations to stop thefts and pilferages; and
- (vii) disciplinary action against staff held responsible.

Claims compensation cases by Principal Commodities

69. The Railways have also furnished a statement showing compensation claims paid by principal commodities during the last three years which is reproduced in Appendix VIII. It would be seen therefrom that the three chief commodities accounting for claims are: grains and pulses, piece goods and perishables.

The Committee note that the percentage of claims cases on account of grains and pulses has risen from 17 per cent in 1960-61 to 25.6 per cent. in 1962-63 and that of perishables from 10 per cent. in 1960-61 to 11.6 per cent. in 1962-63. There has, however, been some reduction in the percentage of claims cases on account of piece goods which has come down from 28 per cent. in 1960-61 to 22.5 per cent. in 1962-63.

Measures to reduce loss of goods en route

70. It has been stated in the Annual Report of the Northeast Frontier Railway for 1962-63 that "nearly 90 per cent. of the claims preferred relate to through traffic organisation from and transhipped from other zonal railways and the damages, losses, etc. often occur prior to receipt of such traffic on this Railway". The Committee have been informed that the following steps have been taken on other Railways to minimise incidence of loss of goods in transit:

- (i) tightening of security arrangements to prevent criminal interference on wagons *en route*;
- (ii) extension of E.P. Locking arrangements to wagons carrying valuable traffic for Northeast Frontier Railway;
- (iii) rigid compliance of rules relating to:
 - (a) method of loading so as to avoid the bags falling near the flap doors;
 - (b) special condition S/27 regarding provision of dunnage at the flap doors.
- (iv) joint checks at transhipment and interchange points by Claims Inspectors of one railway with their counterparts of contiguous railway;
- (v) regular checking of seal-intact wagons by claims prevention Inspectors and other supervisory commercial staff;
- (vi) disciplinary action against staff held responsible; and
- (vii) emphasis on provision of anti-bleeding device inside the covered wagons to prevent flap door thefts.

71. About the procedure followed for inspection of packages received by Northeast Frontier Railway from other contiguous Railways with a view to detect damage or loss, the Ministry of Railways have stated that packages/consignments are examined by the staff of Northeast Frontier Railway at the time of receipt. Damage and deficiency messages are duly issued in accordance with Conference Rules to the originating station and the last transshipment/re-packing point, etc. Joint checks by claims prevention Inspectors and security personnel of the Northeast Frontier Railway with their counterpart on contiguous Railways at Garhara, Bagalpur and Sakrigalighat transshipment points, have also been introduced. The Committee are informed that as a result of these measures, the number of claims preferred on through traffic during the half year ending September, 1963 has come down as compared to the corresponding period last year, as would be evident from the table below:

Period	No. of claims preferred on through traffic	Amount paid on through traffic claims
		Rs.
During half year ending September, 1962	13,962	17,03,493
During half year ending September, 1963	11,497	11,39,121

The Committee are glad to note that there has been some improvement in the amount of claims paid on through traffic in the half year ending September, 1963 as compared to the corresponding period of 1962.

The Committee feel that as the Railways' responsibility as a common carrier has greatly increased with effect from 1st January, 1962, it is imperative that measures for claims prevention are intensified. In this connection, they would like to specifically mention the need for ensuring proper packing and marking of packages, a continuous drive to connect consignments and imparting of education to staff and labour for proper handling of goods. They would also stress the need for intensifying security measures, particularly in vulnerable yards and sheds, and of providing anti-bleeding devices inside the covered wagons to prevent flap door thefts.

In the context of Northeast Frontier Railway which is susceptible to heavy rains, they would lay special emphasis on measures for making wagons water-tight and provision of adequate covered accommodation in goods and parcel sheds to prevent damage by wet* of

*The Committee note from a statement furnished by the Ministry of Railways that claims arising out of damage by wet during the last three years have been as follows:—

	1960-61	1961-62	1962-63
1. No. of claims	2,702	2,652	3,024
2. Amount paid as compensation	Rs. 6,99,868	Rs. 6,53,411	Rs. 7,30,447
3. Percentage to total value of claims paid	19.3	18.1	19.7

goods, particularly tea, during storage. They would also stress that joint checks at transshipment and interchange points by Claims Inspectors of the contiguous Railways should be intensified so that it is possible to locate the origin of loss of packages and take necessary remedial measures to prevent recurrence.

72. The Committee understand that no separate figures are maintained at present in respect of claims arising out of damage by wet to tea. As tea is a precious commodity, the Committee would suggest that specific record should be kept of claims paid on account of damage by wet to tea, so that the effectiveness of remedial measures taken could be adjudged readily.

Issue of Short Certificates

73. One of the non-official organisations has represented to the Committee that "short certificates, in cases of heavy claims, should be issued by or in presence of a responsible official other than the local Goods Clerk/Station Master. If this is ensured, Railways' loss would be minimised." The representative of the organisation has stated in evidence that to check mal-practices, a limit should be placed above which the short certificates should be signed by a responsible officer, viz., the Claims Inspector, and not by the Goods Clerk/Station Master.

The Committee would suggest that the incidence of such mal-practices may be investigated by the Railways and suitable remedial measures taken.

Prevention of Ticketless Travelling

74. The performance and cost (excluding Magistrates, their staff and police personnel) of Travelling Ticket Examiners and Ticket Collectors on N.F. Railway during the last two years was as follows:—

	1961-62		1962-63	
	Travelling Ticket Examiners	Ticket Collectors	Travelling Ticket Examiners	Ticket Collectors
Fare	6,57,173·08	1,23,547·48	8,07,393·29	1,56,970·70
Penalty	1,37,411·56	32,368·17	1,71,218·92	32,531·74
Freight	1,20,888·68	62,272·96	1,27,642·69	54,843·05
TOTAL	9,15,473·32	2,18,188·61	11,06,254·90	2,44,345·49
Approx. Cost	9,78,471·12	7,12,068·09	10,96,724·43	7,56,072·16

It would be seen therefrom that while the total cost on Travelling Ticket Examiners in 1961-62 was Rs. 9.78 lakhs, the total earnings amounted to Rs. 9.15 lakhs, whereas in 1962-63 against the cost of Rs. 10.96 lakhs the earnings have increased to Rs. 11.06 lakhs.

The Committee have been informed that the following measures have been taken on the Northeast Frontier Railway to increase the effectiveness of the ticket checking organisation:—

- (i) *Officers' Checks.*—These are carried out by the officers of Traffic and other Departments on running trains and at stations to find out irregularities and set matters right.
- (ii) *Replacement checks.*—These checks are conducted by replacing the ticket checking staff from one station or section to other station or section for a short period for judging the efficiency of the existing staff.
- (iii) *Punishment.*—Ticket checking staff whose earnings are found to fall below 70 to 80 per cent. of their Squads' average earnings for any three consecutive months are taken up.
- (iv) *Recognition of good work.*—In each month the names of the Travelling Ticket Examiners who have the highest earnings to their credit are published in the fortnightly Railway Gazette in order of merit.

Ticket checking staff are encouraged by the grant of cash awards and issue of commendation certificates.

The Committee understand that the total number of passengers found travelling without tickets or with improper tickets in the second half of 1962-63 (1st October, 1962 to 31st March, 1963) was 2,17,141 as compared to 1,89,686 during the first half of the year (1st April, 1962 to 30th September, 1962).

Advisory Committees

75. The Committee understand that no meeting of the Catering Supervisory Committee and the Book Stall Committee was held during 1962-63. The Ministry of Railways have explained that "no meeting of the Book Stall Committee and the Central Supervisory Committee could be held during the year 1962-63 for a variety of reasons including suspension of such meetings during the emergency. The formation of the Book Stall Committee took some time also due to delay in receipt of the recommendations from the Universities."

It is obvious that if these Committees have to serve any useful purpose, it is necessary that not only they should meet regularly but that the suggestions made by them should receive sympathetic consideration of the Administration for prompt implementation.

Catering

Standard of Catering

76. It has been represented by a passengers' association to the Committee that "vending and catering arrangements on the N.F.

Railway generally are unsatisfactory. Except at Siliguri and some stations on the Darjeeling Himalayan Railway, tea sold by vendors is of poor quality and food is no better."

It has been stated during evidence by the representatives of the Railways that departmental catering has been provided at two places, at Gauhati and Jalkubari, while private catering arrangements exist at 185 other stations. There is a regular arrangement for supervising catering services through inspectors. Arrangements have also been made to impart training to staff engaged in departmental catering. Local catering advisory committees are also functioning and helping the Railways in inspecting places and by giving their suggestions for effecting improvement.

The Committee would stress that continuous efforts should be made to improve the standard of catering on the Northeast Frontier Railway. In particular, they would suggest that on the Northeast Frontier Railway which largely serves tea growing area, special efforts may be made in conjunction with the Tea Board to ensure that good quality tea is served.

Departmental Catering

77. The Northeast Frontier Railway have been incurring losses on departmental catering as would be seen from the following table:—

(Figures in thousand of Rs.)

	1960-61	1961-62	1962-63
(i) Staff cost	95	87	93
(ii) Net sale	207	198	250
(iii) Net or loss(—)	(—)41	(—)33	(—)30

It has been stated in evidence that there is no plan at present for extending departmental catering to other stations. The rates for catering have been recently revised and it is expected that this year the departmental catering may break even.

The Committee feel that while attempts may be made to make catering paying, it should be remembered that catering is not basically a revenue earning department but an essential service provided in the interest of the travelling public. The Committee would emphasise that departmental catering should set a high standard so that it acts as an example to the private caterers to improve their standard.

Buffet Cars

78. The Committee note that at present only buffet cars are provided on some Express and Mail trains of N.F. Railway. As buffet cars do not have adequate accommodation for the seating of passengers, it is proposed to replace them by dining cars which are on order.

The Committee would suggest that dining cars should be introduced in place of buffet cars as early as possible so that the passengers travelling long distances over N.F. Railway are assured of good and wholesome food in comfortable environment. They would also stress the need for improving the design of dining cars so that the dining compartment is kept free, as far as possible, from smoke and dust nuisance. They would also suggest that the question of introducing departmental catering on new dining cars to be introduced on N.F. Railway be considered in the light of experience gathered in running this service on other Railways.

Need for Improving Sanitary Conditions on Stations and Trains

79. Passengers Associations and other non-official organisations have, in their memoranda and evidence, drawn the attention of the Committee to the insanitary conditions generally prevailing on railway stations as well as in the compartments of trains.

From the point of view of health as well as public hygiene, it is imperative that an intensified campaign for improving sanitary conditions in railway stations and trains, particularly long distance trains, is launched. The Committee would stress the need for tightening the machinery at various levels, and of taking strict action against persons found to be negligent in the performance of their duties.

Shillong Out Agency

80. The Study Group of the Estimates Committee noticed during its visit to the Shillong Out-Agency that the waiting room for passengers did not have adequate amenities for seating, toilet etc.

When the Study Group visited the Shillong Out-Agency in July, 1963, they were informed that the Out-Agency had been given quota only for reservation of I Class berths on passenger trains. The Committee have been informed that subsequently the Northeast Frontier Railway have given the following quota of berths/seats in III Class to the Shillong Out Agency with effect from 1-10-1963:—

	I Up. A.T. Mail	6 Dn. North Bank Exp.	
(a) Berths in III class sleeper coach.	2 Upto Lucknow Junction	2 Upto Maniharighat and sitting accommodation on the E. Railway (bi-weekly on Wednesday and Saturday)	
	4 Dn. Assam Mail	1 Up A. T. Mail	6 Dn. North Bank Exp.
(b) III class seats	2 Upto Calcutta	2 Upto Lucknow Junction	2 Upto Calcutta

The Study Group also noticed that there was no proper godown for stacking of goods. It was noticed that a consignment consisting

of paper was stacked on the floor which was practically on the ground level. The tin shed overhead also could not afford adequate protection against heavy rain which fell in that area for major portion of the year.

81. The Committee note that clause 7 of the existing agreement with the Assam Government provides that the Transport Agents shall, at their own expenses, establish and keep up a depot at Shillong, to be approved by the Railway Administration, with proper and safe warehouses and godowns for collection, receipt, delivery, storage, loading and unloading of all such goods, wares, livestock, parcels and luggage.

The Ministry of Railways have further stated that it is not the responsibility of the Railways to provide passenger amenities at Shillong. The State Transport authorities, who deal with local as well as through passengers and who realise the fare between Shillong out-agency and Gauhati, are required to provide the necessary amenities.

The Committee are surprised that there is no specific provision about the inspection by Railways of passenger amenities to be provided in out-agency. They suggest that a suitable provision in this behalf should be incorporated in the agreement which is stated to be under revision. The Railways should also take up with the Assam Government the question of providing adequate godown facilities at Shillong.

High freight rates charged by Assam Transport

82. The Committee understand that one of the main reasons why fruits and vegetables from Assam cannot find their way in markets outside the State, such as Calcutta and North Indian towns is the fact that the rates charged by the roadways for transporting fruits and vegetables to the railheads are excessive. In this connection the Committee desired to have a statement showing the rates charged per quintal by the Shillong Out Agency as compared to the rates charged by Railways per quintal for equivalent distance. The statement furnished by the Ministry of Railways is reproduced in Appendix IX. It would be seen therefrom that the freight rates charged by the Shillong Out Agency/Assam State Transport are more than double of those charged by Railways for an equivalent distance.

There is obviously a patent case for considering the question of reduction of freight rates on fresh fruits from Shillong and other hilly areas of Assam to railheads if these perishables are to be made competitive in price in Calcutta, North Indian markets, etc. The Committee have no doubt that keeping in view the larger interests of economy of Assam, the matters would receive the sympathetic consideration of the State Government.

CHAPTER IV

WORKSHOPS AND STORES

Carriage and Wagon Workshops

83. There are five workshops on the Northeast Frontier Railway, namely:—

- (i) Dibrugarh (Metre Gauge Locomotive, Carriage and Wagon).
- (ii) Bongaigaon (Metre Gauge Carriage) (being expanded to a MG Carriage and Wagon Shop).
- (iii) Carriage Repair Shop, Pandu (Metre Gauge Carriage).
- (iv) Bagdogra (Metre Gauge Wagon).
- (v) Tindharia (Narrow Gauge Locomotive, Carriage and Wagons).

Dibrugarh Workshop.—

84. This is the major workshop on this Railway. The average monthly out-turn of periodical overhaul of locomotives, carriages and wagons for the last three years is indicated in the table below:—

	1960-61	1961-62	1962-63	1963-64 (upto Sept. '63)
Locomotives	5.17	5.75	6.00	6.00
Carriages (in terms of 4-wheelers)	32.50	29.67	33.59	38.16
Wagons (in terms of 4-wheelers)	126.58	131.33	124.50	102.67

The Committee find that the out-turn of periodical overhaul of wagons, which was 131.33 per month in 1961-62 has fallen to 102.67 during the current year.

The Committee would stress that remedial measures should be taken without delay to sustain the out-put at least at the level of the previous years.

85. A programme for expansion of the Dibrugarh Workshop has been drawn up at a total estimated cost of Rs. 22.42 lakhs, with a view to increase the capacity of the Workshop as follows, by the end of the Third Plan:

Steam Locomotives	Periodical Overhaul 108 per annum
Carriages (in terms of 4-wheelers)	550 per annum
Wagons (in terms of 4-wheelers)	2000 per annum

The expansion works are understood to be making fair progress.

The Committee hope that the expansion works would be completed in time so that the target capacity is reached by the end of the Third Plan.

Carriage and Wagon Workshop, Bongaigaon

86. The existing Carriage Workshop, Bongaigaon, was built in the year 1949 and has a capacity to give periodical overhaul to 480 carriages (in terms of four-wheelers) per month.

The existing workshop would be merged in the new Carriage and Wagon Workshop which is being constructed at Bongaigaon. The new Workshop was sanctioned in July, 1961, at an estimated cost of Rs. 5.4 crores, which was later revised to Rs. 7.05 crores.

The Workshop is initially being set up with an annual capacity for the periodical overhaul of 1,500 MG coaching vehicles (in terms of four-wheeler units) and 3,000 MG wagons (in terms of four-wheeler units). This annual capacity would be sufficient to meet 50 per cent of the requirements of Northeast Frontier Railway in the case of coaches, and 60 per cent of the requirements in the case of wagons. The construction of the workshop structure is being done in such a manner as would be capable of carrying overhead electric cranes of higher capacity for Broad Gauge coach and wagon repairs. Similarly, the turning lathes to be installed would be such as could deal conveniently with the wheels of both broad gauge and metre gauge stock.

The progress made in the setting up of this new Workshop at Bongaigaon has been stated to be about 16 per cent upto the end of October, 1963. The work was considerably affected during 1962, due to heavy rains and later on due to the emergency. Attempts are, however, being made to expedite the work.

The Committee would suggest that Government should ensure that the requisite materials, specially steel, are made available without delay for the construction of the Workshop, so that it is completed by the targetted date (December, 1965).

Carriage Repair Shop, Pandu

87. This is a small repair unit with a capacity to give POH to about 290 to 300 Metre Gauge carriages (in terms of 4-wheelers) per annum.

Bagdogra Workshop

88. This is a small wagon repair unit dealing with the periodical overhaul of about 1,000 Metre Gauge wagons (in terms of 4-wheelers) per annum. It is planned to step up the out-turn to 1,200 per annum with the existing facilities.

Tindharia Workshop

89. This workshop attends to Narrow Gauge rolling stock in service over the Darjeeling-Himalayan section.

Periodical Overhaul Requirements

Periodical overhaul of Metre Gauge rolling stock

90. The table below indicates the POH requirements of the North-east Frontier Railway (MG) at the end of the Third Plan and the capacity of the Workshops on that Railways to meet it:

	Locomotives		Coaches in terms of 4-wheelers		Wagons in terms of 4-wheelers				
	Steam	Diesel							
Requirements :									
Holdings	400	120	3600		17000				
POH load per annum	108	30*(15)	3000		5000				
	Dib-rugarh	New Bongai-gaon	Dib-rugarh	Pandu	New Short-fall Bongai-gaon	Dib-rugarh	Bag-dogra	New Bongai-gaon	Total
Capacity per annum	108	15	550	300	1500	2000	1200	3000	6200
Percentage to requirements	100%	100%	18.3%	10%	50%	40%	24%	60%	124%

*The present holdings are only 60 locomotives and these only will require POH capacity at the end of the Third Plan. viz., 15 locos per annum.

The Committee note that while there would be adequate capacity for undertaking the POH of locomotive and wagons, there would be a shortfall of 21.7% in the case of coaches. In this connection, the Ministry of Railways have informed the Committee that:

“The shortfall in the POH capacity of coaches on the Northeast Frontier Railway is expected to be met by the capacity that would be available in the North Eastern Railway workshops. In actual effect, it may become possible to meet the shortfall by additional out-turn in the Northeast Frontier Railway workshops itself mainly at Bongaigaon as a result of increased productivity and reduction in the time taken for a coaching POH repair schedule. Depending upon the position as would finally emerge when the Bongaigaon workshop gets going, the expansion of the Bongaigaon workshop will be taken up to meet any shortfall as well as to meet further requirements for additional holdings during the Fourth Plan.”

The Committee would suggest that intensive measures should be taken to increase productivity in the Workshops of Northeast Frontier Railway and reduce the time taken for the periodical overhaul of coaches, so that it becomes self-sufficient in this matter.

(b) *Periodical Overhaul of Broad Gauge Rolling Stock.*—The periodical overhaul of Broad Gauge locomotives, carriages and wagons on the Northeast Frontier Railway is being done at present in the Eastern Railway Workshops. The Committee are informed that provision is being kept in the new Carriage and Wagon Workshop at Bongaigaon to deal with the POH of Broad Gauge coaches and wagons should this become necessary at a future date. In this context, it may be recalled that a Departmental Committee appointed in 1956 to suggest location of a new Workshop on the Northeast Frontier Railway had originally suggested Siliguri area as offering the best site. *The Committee have no doubt that when the question of developing workshop facilities for Broad Gauge rolling stock is considered by the Railway Board, they would keep in view the advisability of locating it in a central place in Siliguri area.*

Supply of Essential Stores to Workshops

91. The Committee desired to know whether any difficulties are being experienced by Northeast Frontier Railway in getting supplies of essential stores for its Workshops. The Committee have been informed that difficulties are being experienced in obtaining steel sections (other than M 5 class II), tool steels, non-ferrous ingots, cast steel items, paints and painting materials. As regards spares and duplicates for locos and other rolling stock, due to limited capacity of Dibrugarh Workshop, the Northeast Frontier Railway have to depend for supplies on trade and workshops of other Railways. Procurement from trade is effected either by inviting tenders from firms, located mostly in Calcutta, or through D.G.S. & D. This necessarily takes time apart from the difficulties in moving them from Calcutta or other areas to Northeast Frontier Railway. The attempts of Northeast Frontier Railway to obtain manufactured stores, and duplicates from Workshops of other Railways

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have not materialised to the extent anticipated. In view of the above, some of the spare parts and other materials required for Workshop are not available as promptly as necessary.

The representative of the Ministry of Railways has stated during evidence that with the development of New Bongaigaon Workshop by the end of 1965, the Northeast Frontier Railway is expected to become self-sufficient.

The Committee would stress that every effort should be made to feed the Workshops in time with essential stores so that production is not hampered. They need hardly say that in view of the limited workshop capacity available on the Northeast Frontier Railway, other Zonal Railways should come to its help in the matter of supply of spares and duplicates of rolling stock.

High cost of Periodical Overhaul of coaches

92. The Efficiency Bureau of the Ministry of Railways in its Analysis of Ordinary Working Expenses of Northeast Frontier Railway (Demands No. 4 to 10 for 1957-58 to 1959-60) has pointed out that:—

(i) the running repair cost/train mile for coaching vehicles on the Northeast Frontier Railway is high as compared to other Railways; and

(ii) there is scope for reduction in the average unit cost of workshop repairs to coaching vehicles.

The repair cost for POH of coaching vehicles per 4-wheeler unit in the Dibrugarh workshop since 1957-58 is as follows:—

	(Rupees in units)
1957-58	4950
1958-59	3933
1959-60	2911
1960-61	3267
1961-62	3180
1962-63	3273

The Ministry of Railways have stated that in considering the above repair cost, it has to be remembered that severe climatic conditions prevail in the areas served by Northeast Frontier Railway necessitating more frequent renewals of panels and attention to paint work in comparison to other Railways. It has been added that the average period intervening between the periodical overhauls of passenger carriages on Northeast Frontier Railway is about 22 months (or approximately 40 per cent longer) as compared to 16 months obtaining in other Railways. It has also been stated that the cost of maintenance due to workshop repairs for coaching vehicles per train kilometre on Northeast Frontier Railway was 21 nP in 1962-63 as compared to 22 nP on Western Railway, 27 nP on North Eastern Railway and 30 nP on Northern Railway.

The Committee understand that the overall cost in the Meter Gauge workshops of other Railways for POH of coaching vehicles per 4-wheeler unit is on an average about Rs. 2200. The average cost of POH of coaching vehicles in Dibrugarh workshop is thus higher than other Railways by about Rs. 1,000.

The Committee are not convinced with the reasons advanced by the Railways in defence of the high cost of Periodical Overhaul of coaching vehicles in the workshops of Northeast Frontier Railway and would stress that urgent steps should be taken to increase productivity in the workshops and thus appreciably bring down the repair cost.

Job Costing

93. The Committee understand that one Senior Accounts Officer has been appointed on the Northeast Frontier Railway with a view to bring the accounting system in all the workshops on a proper footing. The idea is to have job costing done for each individual work order. It has been stated during evidence that the first step in this direction was taken in 1960 by introducing work orders. In 1962-63, a further step was taken by allocating the stores issued. This process has practically been completed in the Dibrugarh Workshop and necessary steps are now being taken in this behalf in the Tindharia workshop and in the existing workshop at Bongaigaon. It is stated that the matter is well in hand and that in due course it is expected that a full-fledged cost accounting system on a detailed basis would be introduced on the Northeast Frontier Railway, as is already in force on other Indian Railways.

The Committee regret to note that there has been considerable delay in extending the system of job costing and cost accounting to the workshops on N.F. Railway. They hope that it would be enforced in the major workshops of N.F. Railway without any further delay on the same lines as existing on other Indian Railways.

Incentive System of Working

94. The incentive system of working has recently been introduced in the Dibrugarh Workshop. 387 men, representing 29 per cent of the staff required to be put on the incentive system, have so far been brought under it.

The Committee understand that productivity in Chittaranjan Locomotive Works and Integral Coach Factory has gone up by 38.5 per cent and 31 per cent respectively as a result of introduction of incentive system. *The Committee suggest that the incentive system of working may be extended to the remaining workers in the Dibrugarh Workshop as also to other workshops. The Committee have no doubt that the Railways would take necessary steps to ensure that the incentive system of working is enforced in the New Carriage and Wagon Workshop at Bongaigaon as early as possible.*

Surplus Stores

95. The value of the movable surplus stores on the Northeast Frontier Railway together with its disposal for the last three years is indicated below:

	(Value in lakhs of Rupees)
1. Balance as on 1-4-60	14
2. Arising during 1-4-60 to 31-3-61	.
3. Disposal during 1-4-60 to 31-3-61	3
4. Balance as on 1-4-61	11
5. Arising from 1-4-61 to 31-3-62	8
6. Disposal from 1-4-61 to 31-3-62	1
7. Balance as on 1-4-62	18
8. Arising from 1-4-62 to 31-3-63	5
9. Disposal from 1-4-62 to 31-3-63	2
10. Balance as on 31-3-63	21

It is understood that the value of surplus stores has been brought down to Rs. 18.06 lakhs on 30-9-1963. The Committee note that while the disposal of surplus stores in 1960-61 was Rs. 3 lakhs, in 1961-62 it was Rs. 1 lakh and in 1962-63 Rs. 2 lakhs.

During the six months from 1-4-1963 to 30-9-1963, disposal to the extent of Rs. 2.94 lakhs has been effected. It has been stated during evidence that the term 'surplus stores' implies stores which have not been drawn upon for the last two years because of modernisation of equipment, etc.

The Committee understand that after the surplus stores are listed, those that are likely to be used in the foreseeable future are declared as 'movable surplus', while those that are not likely to be used are declared as "dead surplus". The Committee are glad to be informed that the value of dead surplus stores is nil at present.

The value of stores surrendered as scrap on Northeast Frontier Railway during the last three years is indicated in the table below:

	(Figures in lakhs of Rupees)
1960-61	Nil
1961-62	Nil
1962-63	0.94

The Committee note that the value of stores surrendered as scrap on Northeast Frontier Railway, which was nil in 1960-61 and 1961-62, has risen to Rs. 0.94 lakhs in 1962-63. The Committee would suggest that the reasons for this increase may be investigated and remedial measures taken.

**CHAPTER V
STAFF
Accommodation**

Staff Quarters

96. The position regarding the provision of quarters to the staff on the Northeast Frontier Railway on 31st March, 1963 is indicated in the table below:

Number of staff on 31-3-1963	No. of Qrs. available on 31-3-1963	No. of Quarters provided in 1962-63		
		Type I	Type II, III and IV	Officers' Bungalows
Essential	Non-Essential			
38,347	26,237	36,849	1,128	532

2,658 quarters were constructed during the Second Plan period on Northeast Frontier Railway in addition to quarters which were built against projects. The programme for the Third Five Year Plan is indicated below:

Year	Provision made in this Third Plan frame		Budget Allotment during the year (In thousands of Rupees)	Expenditure incurred (In thousands of Rupees)	No. of Quarters actually constructed during the Year
	Funds proposed to be provided (In thousands of Rupees)	No. of Quarters			
1961-62	8,500	876	8,675	7,397	1,614*
1962-63	10,955	1,602	9,700	7,475	99
1963-64	10,500	2,084	6,600	..	854* ¹
1964-65	10,600	1,792	5,100	..	707*
1965-66	10,500	1,756	..	..	..

*Includes quarters programmed in 1960-61.

**No. represents quarters programmed.

The Committee find that there has been a shortfall in the building of quarters in 1960-61 and 1962-63. It has been stated during evidence that because of emergent conditions prevailing on the Northeast Frontier Railway, they had to lose a complete working season in 1962-63. The latest assessment made by the Ministry of Railways shows that it would be possible to construct about 5,200 quarters on Northeast Frontier Railway during the Third Plan period.

Considering the geographical and strategic position of the area, the Committee feel that every effort should be made to construct the number of quarters originally programmed.

'Kutchra' Quarters

97. Another distinct feature of the Northeast Frontier Railway is that as many as 13,029 out of the existing quarters are 'kutchra'. It has been stated that majority of 'kutchra' quarters were constructed between the period 1942 to 1945 and again between 1947 to 1952, for accommodation of staff in the Assam region posted during the last war and afterwards to man the post-partition Assam Railway. After partition, a large number of staff transferred from Pakistan portion of Bengal had to be given accommodation in the shortest possible time, so that their families could be shifted from Pakistan. Building materials such as steel, cement, coal for brick burning etc. were difficult to be transported through Pakistan from rest of India. On the other hand, bamboos and other 'kutchra' materials were easily available in the region. Hence decision was taken to construct 'kutchra' quarters.

The details regarding year of construction and cost of construction of these 'kutchra' quarters are given below:—

Year of Construction	No. of Quarters Built	Cost of Construction
		Rs.
1942	657	3,28,803·00
1943	1689	13,59,287·00
1944	1164	11,80,322·00
1945	797	8,58,626·00
1946	4	1,269·00
Before 15-8-1947		} 22,47,017·00
1947	4139	} 16,59,819·00
1948	1932	47,93,603·00
1949	2416	33,70,090·00
1950	213	2,08,451·00
1952	18	40,490·00
TOTAL	13,029	1,60,47,777·00

Previously there was no system of keeping separate accounts of expenditure for the maintenance of 'kutcha' quarters. This has since been started with effect from 1959-60 in terms of Railway Board's order.*

It would be seen from the table below that a very high percentage of the total expenditure on the maintenance of all quarters on the Northeast Frontier Railway pertains to 'kutcha' quarters:—

Year	Total Expenditure on Maintenance of all quarters	Expenditure on Maintenance of 'Kutcha' Quarters	Percentage of Expenditure on 'Kutcha' Quarters
(In Lakhs of Rupees)			
1960-61	79.86	53.00	66.4%
1961-62	61.81	37.24	60.2%
1962-63	66.10	40.17	60.8%

The 'kutcha' quarters were built at a cost of Rs. 160 lakhs and an expenditure of about Rs. 40 lakhs per year on their maintenance is obviously very high. In fact, as admitted by the Ministry of Railways in evidence, it means that the 'kutcha' quarters are practically re-built once every four years.

The programme for the replacement of these 'kutcha' quarters by 'pucca' or 'semi-pucca' quarters is discussed in the succeeding paragraph.

The Committee would suggest that the Railways should consult the Ministry of Defence and the Government of Assam who may have experience of maintaining such 'Kutcha' construction, with a view to devise effective measures to reduce their maintenance cost till they are replaced by 'pucca' quarters.

98. The progress made in replacing the 'kutcha' quarters by 'pucca' or 'semi-pucca' quarters during the last seven years is as follows:—

Year	No. of Quarters	Financial Implications
		(Thousands of Rupees)
1956-57	587	3,624
1957-58	300	2,192
1958-59	520	4,238
1959-60	388	2,808
1960-61	140	808
1961-62	184	2,432
1962-63	450	3,105

*Railway Board's Circular No. 59/WII/QR/38 dated 26.6.1959

For the current year and the next year, the programme for replacement of 'kutcha' quarters by 'pucca' quarters is as follows:—

Year	No. of Quarters	Financial Implications (Thousands of Rupees)
1963-64	194	1,904
1964-65	204	1,811

The Committee are constrained to note that the provision for replacement of 'kutcha' quarters has come down in the current year and would be no better in the next year.

In view of the high cost of maintenance of these 'kutcha' quarters, it may be worthwhile to make a special allotment for the purpose of replacing them by 'pucca' quarters. The Committee suggest that the whole matter, having regard to its financial implications, may be thoroughly examined by the Government and a programme for early replacement of 'kutcha' quarters by 'pucca' quarters drawn up.

Training

Refresher Training to Staff.

99. The number of operating staff who are due to undergo refresher course are indicated in the table below:

1. Fireman	761
2. Shunter	422
3. Driver	719
4. TXR	212
5. C & W. Fitter	443
6. Stn. Master	450
7. Asstt. Stn., Master	560
8. Guard	465
9. P. Man & S. Man	2,656
TOTAL	6,688

In this connection, the Committee would like to draw attention to the following observations made by the Railway Accidents Committee, 1962 in their Report:

“After the proper type of persons have been selected for, or promoted to the operating jobs, it is necessary that they should be given appropriate mental orientation in matters of safety.

* * * *

The averages of the three years' (1959-60 to 1961-62) figures show that out of the sanctioned strength of the staff, those due to attend the refresher courses were 37 per

cent among Station Masters and Assistant Station Masters, 45 per cent among Levermen, 34 per cent among Cabinmen and Switchmen and 25 per cent among Drivers. Against these only 8·5 per cent of Station Masters and Assistant Station Masters, 15 per cent of Levermen, 7 per cent of Cabinmen and Switchmen and 13 per cent of Drivers attended the refresher course. Moreover, in case of drivers we find that more than 55 per cent of those held responsible for causing accidents during the last five years had not attended any refresher course within five years prior to the date of accident.....

We attach great importance to the refresher courses being imparted to the Operating categories of staff at least once in five years and we consider that special steps should be taken to eliminate such factors as come in the way of staff availing themselves of the refresher training....

Similarly, we find that Permanent Way Inspectors and Assistant Permanent Way Inspectors are practically getting no refresher training on the railways other than the North Eastern and Western Railways.....

We recommend that early steps should be taken for making suitable arrangements to ensure that these supervisory ways....." (Para 56)

The Committee are constrained to note that as many as 38·66 per cent of the total operating staff on Northeast Frontier Railway are due to undergo refresher training and that the number of pointsmen and shuntmen, guards and drivers, Station Masters and Assistant Station Masters, etc. who are due to undergo training is very large.

It has been stated that "due to shortage in staff strength, it has not been possible to give refresher training to all the staff who are due to receive such training." It has been stated in evidence that steps are being taken to recruit more people to enable the staff who are due to undergo refresher training to be relieved for the purpose.

The Committee consider that the matter needs to be pursued vigorously by the Railway authorities so that the operating staff who are vitally concerned with the safe running of trains, are imparted refresher training without avoidable delay. They would suggest that a detailed programme for imparting such training should be prepared and a careful watch kept at high level to ensure its strict implementation.

Area Training School.

100. The Committee understand that the existing capacity of the Area Training School at Alipurduar is only 270. The Ministry of Railways have stated that "though no concrete plans have been formulated yet about its expansion programme, it is increasingly felt that the different measures for training various categories of this

Railway at different places might be consolidated, to the extent possible, to this place by suitable expansion schemes which the General Manager, Northeast Frontier Railway has been asked to work out and submit to the Railway Board.

The Committee consider that priority should be given for developing adequate training capacity in the Area Training School so that as large a number of employees as are required to undergo refresher training can be imparted the same in the school without difficulty.

Shortfall in the Recruitment of Scheduled Castes and Scheduled Tribes

101. The Committee note from the following table that there has been a short-fall in the recruitment of Scheduled Castes and Scheduled Tribes to Class III and Class IV posts against reserved vacancies during 1961-62 and 1962-63:

Year	Scheduled Castes		Scheduled Tribes	
	No. to be appointed according to reservation	No. actually appointed	No. to be appointed according to reservation	No. actually appointed
1961-62	Class III	107	230	82
	Class IV	148	312	173
1962-63	Class III	226	118	42
	Class IV	212	161	120

The Committee are surprised to note that while the number of scheduled castes appointed against reserved posts was more than the reserved quota in 1961-62, there has been a steep shortfall in their recruitment in 1962-63. They also note that there has been a marked shortfall in the recruitment of scheduled tribes, particularly against class III posts, during the last two years.

The Committee would stress that special efforts may be made by the Railways to recruit scheduled castes and scheduled tribes to fill the reserved vacancies.

Payment of Provident Fund and Gratuity

102. The Committee understand that 293 cases were pending in June, 1963 on the Northeast Frontier Railway for payment of provident fund and gratuity/special contribution to provident fund. Out of these, 148 cases had been pending for more than six months and 38 for more than one year. The Committee have been informed during evidence that measures have been taken on the Railways to expedite payment of provident fund and gratuity and that as a result thereof

there has been steady improvement. For example, while in December, 1961, the number of pending cases on Northeast Frontier Railway was 471 (approximately 6·1 per cent of the total number of cases to be settled), it has come down to 293 in June, 1963, (approximately 4 per cent of the total number of cases to be settled).

While the Committee are glad to note the improvement effected, they would stress that payment of provident fund and gratuity should be made without delay to the staff and that in particular no effort should be spared to ensure prompt payment to the widows and dependents of the deceased employees.

Conclusion

Importance of Northeast Frontier Railway.

103. To conclude, the Committee consider that the decision taken in 1958 to set up the Northeast Frontier Railway as a separate zonal railway with its headquarters in Assam has proved beneficial both from the point of view of operations and the development of economy of the region. For defence purpose also, this Railway fully played its part in the national effort to resist aggression by maintaining uninterrupted communications in the strategic area during the period of emergency in 1962-63. The Committee are glad that the rail facilities in Assam and North Bengal are likely to be further augmented by the extension of the Broad Gauge line from Siliguri to Jogighopa and that measures are already in hand to increase the ferry capacity between Farakka and Khejuriaghat pending the construction of railway line across the Farakka barrage, which they expect will be completed in time.

The rail facilities in Assam and North Bengal have helped in no small measure in developing the economy and industry of the region which has rich natural resources, such as oil, and grows precious cash crops, such as jute and tea.

The Committee have no doubt that the Railway Board would continue to pay special attention to the requirements of this Railway so that the means of communication in this strategic part of the country are strengthened and at least placed at par with those obtaining in the rest of the country.

NEW DELHI;

The 14th February, 1964

Magha 25, 1885 (Saka)

ARUN CHANDRA GUHA,

Chairman

Estimates Committee.

APPENDIX I

(Vide para 1)

Details of Agreements with M/s Martin Burn Ltd., Calcutta (for Chaparmukh Silghat Railway Company) and M/s Mcleod & Co. Ltd., Calcutta (for Katakhal Lalabazar Railway Company Ltd.)

(a) For management, maintenance, working and use of rolling stock, Government retains 50 per cent of the gross earnings in respect of both the Railways and the balance 50 per cent constitutes the net earnings payable to the respective owning companies.

(b) If in any year the net receipts of the companies are not sufficient to pay interest at the rate of $3\frac{1}{2}$ per cent on the paid up share capital of the companies, the deficiency is made good by Government. In addition, in the case of Katakhal Lalabazar Railway Company the Government allows Rs. 3500 per annum towards office expenses and expenses of management of the company, while in the case of the other Railway Company a sum of Rs. 6000 per annum is allowed in this direction.

(c) When the net receipts of these companies in any year do not exceed 5% of the paid up share capital, the whole of the net receipts belong to the companies but when the net receipts exceed 5%, the excess is applied towards office expenses and expenses on management and the balance, if any, left over is divided equally between the companies and the Government.

Under the agreement, the Government have option to determine the contracts by purchasing these lines at an interval of 10 years. The price payable to the companies for the purchase of their lines is to be a sum equal to 25 times the average yearly net earnings during the last three years immediately preceding the date of purchase, but the total amount payable is not to exceed by more than 20% the total capital expenditure of the company as appearing in the capital account of the company, or be less than such total capital expenditure..

APPENDIX II

(Vide Para 28 & 35)

Tons Carried and Earnings by Principal Commodities.

(Northeast Frontier Railway)

Figures in thousands

Sl. No.	Commodity	1960-61			1961-62			1962-63			Appor- tioned- earnings of the system	
		No. of tons carried		Appor- tioned earnings of the system	No. of ton scarried		Appor- tioned earnings of the system	No. of tons carried				
		MG	NG		BG	MG		NG	BG	MG		NG
1	Coal & Coke	465	11	42.20	3	567	14	49.95	3	497	14	50.28
2	Oil Fuel	82	..	24.28	..	150	..	46.54	1	173	..	51.23
3	Fire wood and other fuel	12	1	11.8	..	8	1	50	..	7	1	49
4	Rice in the husk	29	..	2.39	2	41	..	2.69	4	43	..	4.62
5	Rice not in the husk	259	11	26.92	9	280	8	24.60	8	316	8	29.92
6	Gram and Pulses	122	4	15.78	2	175	2	21.35	4	172	1	22.42
7	Wheat and Wheat Flour	192	11	23.53	15	236	6	28.23	13	209	7	30.06
8	Jowar and Bajra	..	..	..	..	..	..	..	..	..	..	..
9	Other Grains	32	4	2.63	..	50	4	5.65	..	311	2	4.05
10	Marble and Stone	301	..	20.87	2	416	..	35.71	26	360	..	28.83
11	Salt	85	1	8.70	6	127	1	15.48	7	137	1	17.34

1	2	3	4	5	6	7	8	9	10	11	12	13	
12	Sugar refined and unrefined	.	.	82	19,06	1	127	..	36,71	1	105	..	30,4
13	Wood unwrought	.	176	1	29,90	18	287	1	43,00	48	236	2	43,4
14	Oil seeds	.	32	..	5,42	..	30	..	2,94	1	28	..	3,58
15	Cotton raw pressed	.	..	..	9	..	..	..	1	..	..	..	33
16	Cotton raw unpressed	.	1	..	55	..	2	..	1,32	..	3	..	1,14
17	Cotton manufactured	.	12	..	3,28	..	18	..	9,41	..	18	..	9,75
18	Petrol	.	210	..	95,07	..	153	..	66,08	9	282	..	1,06,21
19	Kerosene oil	.	171	..	47,19	2	154	..	42,14	10	334	..	86,76
20	Cement	.	191	4	23,27	3	225	5	33,17	38	322	5	55,45
21	Fodder	.	15	..	2,74	..	11	..	85	..	12	..	99
22	Fruits and vegetables fresh	.	53	..	10,76	..	27	..	3,71	1	36	..	5,12
23	Gur, Jagree and Molasses	.	64	..	8,98	..	79	..	12,24	1	64	..	9,63
24	Jute manufactured and raw	.	308	..	44,79	..	368	..	3,19	80	434	..	74,97
25	Iron and Steel wrought	.	122	..	24,76	5	204	1	31,44	11	197	..	27,49
26	Tobacco	.	11	..	3,70	..	10	..	2,88	..	11	..	3,01
27	Vegetable oil	.	33	..	10,24	..	43	..	8,37	1	30	..	5,86
28	Provisions including tea	.	152	3	42,02	1	220	3	36,30	4	181	3	40,54
29	Live Stock	.	5	..	2,43	..	3	..	1,19	..	3	..	77
30	Railway Materials	.	..	..	..	..	..	..	..	268	1,350	8	..
31	Other Commodities	.	1,056	19	1,86,07	50	2,324	20	2,74,95	54	1,067	17	2,87,99
32	Fuel on Revenue account	.	675	12	Not re- quired.	..	582	12	..	4	562	13	..
33	General Stores and materials	.	1,941	9	..	..	376	5	..	..	..	..	..
			6,890	91	7,37,80	1,19	7,293	83	8,40,60	597	7,220	83	10,31,66

APPENDIX III

(Vide Para 34)

Statement showing comparative rates and transit time for jute from important jute booking stations on N.F. Railway to Calcutta by different modes of Transport

Sl. No.	Station from	To Cossipore Road by All India rail route, via Manihari ghat		To Calcutta Steamer Ghat by rail-cum-steamer route		To Calcutta by all road route	
		Rate per quintal inclusive of supplementary charge of 10%	in-Transit Time	Rate per quintal inclusive of charge of 10% on the rail rate and a surcharge of 5% on the Steamer rate	Transit time	Rate per quintal	Transit time
1	2	3	4	5	6	7	8
		Rs. nP	Days	Rs. nP.	Days	Rs.	Days
1.	Haibargaon	10.18£	16	11.50*	9	..	
2.	Cooch Behar	7.77£	10	9.65@	9	(11/- to 12/-)	5
3.	Barpeta Road	8.62£	10	9.51@	9	..	

I	2	3	4	5	6	7	8
4	Dinhata	7.90£	10	9.85	9	(11-10 12-)	5
5	Maynagari Road	6.99£	10	.	.	(10-10 11-)	5
6	Jalpaiguri	6.57£	9	.	.	(9-10 10-)	5

£ Howrah Bridge Tax of 2.67 nP. leviable extra.

* Via Pandu Steamer Ghat.

@ Via Dhubri Steamer Ghat.

APPENDIX IV

(Vide para 34)

Statement showing comparative rates and transit time for Tea from important Tea booking stations on Northeast Frontier Railway to Calcutta by different modes of transport.

Sl. No.	Station from	To Kidderpore Docks by all rail route via Maniharighat.	To Tea transit shed, Calcutta by rail-cum-steamer route.	To Calcutta by road-cum-steamer route/by all road route.	Rate per quintal inclusive of supplementary charge of 10 % on rail rate and a surcharge of 5 % on the Steamer rate.	Transit time	Rate per quintal	Transit time	Transit time
1	2	3	4	5	6	7	8	9	10
1	Tinsukia	Rs. nP. 15.74£	Days 18	R. nP. 19.45%	Days 11	Rs. nP. 19.32*	Days ..	Days 5	Days 5
2	Binaguri	8.87£	10	14.07†	9	@ 10.00 (approx.)	5	5	5
3	Banarhat	8.78£	10	14.19†	9	@ 10.00 (approx.)	5	5	5

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1	2	3	4	5	6	7	8
4	Dibrugarh Town	16.12₹	18	19.99%	11
5	Dum Dum Town	15.90₹	18	19.75%	11
6	Bordubi Road	15.66₹	18	19.34%	11
7	Darjeeling	11.81₹	9	..	..	@11.69 (approx.)	5
8	Ghum	11.81₹	9	..	..	@11.69 (approx.)	5
9	Sonada	11.40₹	9	..	..	@11.69 (approx.)	5

₹ Hawrah Bridge Tax of 2.67 nP. per quintal leviable extra.

* By road-cum-steamer route.

@ By all road route.

% Via Nemati Steamer Ghat.

† Via Dhubri Steamer Ghat.

APPENDIX V

(Vide Para 38)

Statement showing the number of tank wagons indented every month by each of the Oil Companies, the number of wagons placed and actually filled.

Indian Oil Company—Noonmati

Month	Indent	Supply	Loading
April '62	160	138	138
May '62	167	167	167
June '62	486	353	316
July '62	569	514	491
August '62	432	430	430
Sept. '62	695	695	695
Oct. '62	607	601	593
November '62	2207	1701	1184
December '62	1426	1083	889
January '63	1260	1319	1123
February '63	684	856	702
March '63	872	1005	878
April '63	491	657	503
May '63	859	1003	856
June '63	784	888	815
July '63	1034	1267	1083
August '63	1364	1569	1384
September '63	1914	1941	1578
October '63	2024	2085	1894
	<hr/> 18035	<hr/> 18272	<hr/> 15719

Assam Oil Company—Tinsukia

Month	At Tinsukia			At Digboi			Grand Total		
	Inden- ted	Supp- lied	Loaded	Inden- ted	Supp- lied	Loaded	Inden- ted	Supp- lied	Loaded
I	2	3	4	5	6	7	8	9	10
April '62	700	866	750	165	165	165	865	1031	915
May '62	816	1205	929	122	122	122	938	1327	1051
June '62	854	1257	828	149	149	149	1003	1406	977
July '62	831	1324	839	121	121	121	952	1445	960
Aug. '62	856	1366	869	114	114	114	970	1480	983
Sept. '62	850	1383	875	137	137	137	987	1520	1012
Oct. '62	893	1203	829	172	172	172	1065	1375	1001
Nov. '62	1040	1256	851	100	100	100	1140	1356	951
Dec. '62	830	1248	712	184	184	184	1014	1432	896

	1	2	3	4	5	6	7	8	9	10
Jan. '63		773	1430	828	186	189	147	959	1619	975
Feb. '63		1040	1065	949	302	261	206	1342	1326	1155
March '63		1240	1275	1134	243	214	159	1483	1489	1293
April '63		756	1488	776	187	202	154	943	1690	930
May '63		880	1333	789	274	254	159	1154	1587	948
June '63		1051	1414	965	213	218	136	1264	1632	1101
July '63		1170	1209	1005	289	268	156	1459	1477	1161
Aug. '63		1080	1416	977	280	276	169	1360	1692	1146
Sept. '63		1042	1339	981	251	250	173	1293	1589	1154
Oct. '63		760	1172	755	226	235	205	986	1407	960
TOTAL		17462	24249	16641	3715	3631	2928	21177	27880	19569

APPENDIX VI

(Vide para 46)

List of Aviation Tankwagons Transhipped en route by Railway without any intimation to the Burmah Oil Company.

Product	Booking particulars				Details of transshipments by Railway		Reference
	R/R No.	Date	From Tankwagon No.	To Tankwagon No.	Between the stations	Period transhipment made by Railway	
Aviation Spirit	8'007459	10-4-63	5-480	5-035	Garhara Tinsukia	April 24th to September, 12th	Information received from S.M. Tinsukia.
Do.	4'058928	22-6-63	42-656	5-149	Bhagalpur Silchar.	June 29th to August 20th	Reference COPS Pandu telegram No. T 318 15 PI, dt. 30-8-63.
Do.	8'106059	19-11-63	4-632	5-600	Garhara Tinsukia	December 5th to January 2nd	Information received from S.M. Tinsukia.
A.T.F.	262'005685	7-3-63	49-739	49-615	Garhara Tinsukia	March 12th to April 26th	Information received from S.M. Tinsukia.
Do.	48'061427	20-8-63	5-570	43-368	Garhara Tinsukia	September 5th to October 6th	Our telegram to Railtraf Pandu dated 1-10-63 COPS PNO telegram No. T 318 15 of 4/10.
Do.	14'7390	29-11-63	42-666	5-366	Bhagalpur Pandu	November 29th to 30th December.	Information received from Station Supdt. (goods), Pandu.

APPENDIX VII

(Vide para 59)

Statement showing punctuality performance (Metre Gauge)—Northeast Frontier Railway

Months	1960-61		1961-62		1962-63		1963-64					
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Not losing time per-centage of		Not losing time per-centage of		Not losing time per-centage of		Not losing time per-centage of		Not losing time per-centage of		Not losing time per-centage of	
	Mail/Exp.	Other Pass.	Over-all	Mail/Exp.	Other pass.	Over-all	Mail/Exp.	Other pass.	Over-all	Mail/Exp.	Other Pass.	Over-all
April	80.8	82.4	85.9	38.8	75.3	80.0	52.1	76.2	77.7	30.0	76.9	79.4
May	72.6	80.5	84.0	34.7	72.8	76.5	64.9	80.5	82.4	54.0	81.2	83.0
June	62.5	77.8	81.3	35.0	70.9	77.2	66.7	75.9	78.5	53.8	78.9	82.2
July	70.1	78.7	81.4	74.2	80.5	84.6	80.6	79.3	82.2	72.6	77.2	82.7
August	81.8	83.0	84.9	75.4	82.1	85.1	73.4	82.6	83.9	74.5	78.3	83.3
September	80.0	78.0	82.1	79.6	85.4	86.9	70.7	85.1	86.2	91.3	81.8	85.4

	1	2	3	4	5	6	7	8	9
October	88.3	84.2	86.5	76.9	82.6	86.8	58.3	80.9	83.5
November	89.2	85.4	87.9	77.9	85.5	88.0	13.8	66.5	74.7
December	74.6	80.4	85.3	47.6	78.9	82.3	13.7	70.8	76.6
January	77.8	78.6	84.0	52.4	72.0	77.4	44.7	76.1	79.1
February	51.3	79.5	82.6	54.5	77.5	82.3	67.3	82.7	83.9
March	56.9	79.8	84.0	59.7	76.6	81.0	54.3	82.6	84.7

APPENDIX VIII

(Vide Para 69)

Statement showing compensation claims paid by the N. F. Railway for the principal commodities during 1960-61, 1961-62 and 1962-63.

Commodities	1960-61			1961-62			1962-63		
	No.	Amount Rs.	Percentage	No.	Amount Rs.	Percentage	No.	Amount Rs.	Percentage
Grains & Pulses	2979	6,28,507	17%	4608	7,75,109	20%	4777	9,46,799	25.6%
Piece goods	2648	10,11,735	28%	2387	8,20,116	23%	2552	8,34,544	22.5%
Perishables	1250	3,70,814	10%	1689	4,07,234	12%	1908	4,30,342	11.6%
Sugar & Jagree	1016	3,11,972	9%	1101	2,92,667	8%	859	2,00,837	5.4%
Oils	746	1,30,712	4%	1060	2,21,432	6%	867	2,06,989	5.6%
Iron & steel (including machineries)	246	72,568	2%	469	1,04,225	3%	411	92,446	2.5%
Other commodities	5640	11,11,013	30%	5808	9,89,398	28%	5439	9,93,187	26.8%
TOTAL	14525	36,36,421	100%	17122	36,10,181	100%	16813	37,05,144	100%

APPENDIX IX

(Vide Para 82)

Comparative rates over Shillong out-agency worked by Assam State Transport in through Booking with the Railway, over the Railway for the same distance and locality over the Assam State Transport for the same distance.

	Rates per quintal over the Shillong Out-Agency (103 Km.) in through booking with the Rly. £	Rate per quintal over the Railway for a distance of 103 Km. Rs. nP.	Local rate per quintal over the Assam State Transport between Shillong and Gauhati. £
		Rs. nP.	Rs. nP.
1. Fresh fruits	3.35	1.25**	3.35
2. Vegetables	2.68	2.26	2.68
3. Potatoes	6.70	2.26	6.70
4. Oranges	2.68	1.25**	3.35
5. Parcels unclassified	6.70	4.77**	6.70
Goods			
1. Grain & Pulses	3.35	0.69(a) 0.91(b)	3.35
2. Fresh fruits	3.35	0.91(a) 1.16(b)	3.35
3. Potatoes	4.02 (Jany. to June)	0.91(a)	4.02
	5.36 (July to Dec.)	1.16(b)	5.36
4. Timber	2.68	0.86(a) 1.11(b)	3.35

*An extra handling charge of 17 nP. per quintal or part thereof will be levied in addition to the rates quoted over the Shillong Out-Agency.

£Assam Govt. Tax (@ 10% of total freight) is also leviable in addition.

**A supplementary charge of 10 nP. per rupee on the total freight is leviable in addition.

(a) For wagon loads—A supplementary charge of 10 nP. per rupee on the total freight will be levied in addition to the rates.

(b) For "smalls"—A surcharge of 20% of freight will be levied in addition on "smalls" consignments weighing less than 4 quintals. A supplementary charge of 10 nP. per rupee on the total freight is also leviable on all "smalls" consignments.

APPENDIX X

Statement showing the summary of Conclusions Recommendations of the Estimates Committee contained in the Report.

Serial Reference No.	to para No. in the Report	Summary of Conclusions/Recommendations
1	3	The Committee are glad to note that the more important indices of performance and the overall operating- <i>cum</i> -efficiency indices have shown a progressive improvement on the N.F. Railway and the North Eastern Railway despite the continuous pressure on the N.F. Railway particularly since the onset of the emergency—not to speak of recurring Naga activities.
2	5	<p>The Committee note that the Railways which generally show a higher rate of expenses to earnings <i>viz.</i>, the Northeast Frontier Railway, North Eastern Railway and the Southern Railway are either wholly or substantially Metre Gauge Railways. These have inherently less economic characteristic of working as compared to Broad Gauge Railways. Passenger traffic also generally preponderates on these three zonal railways and passenger traffic contributes less to earnings than freight traffic.</p> <p>The Committee note that the operating ratio, indicating the percentage of total working expenses to gross earnings, which had risen to 141.89 in 1960-61 has been progressively brought down to 123.26 in 1962-63 and is expected to be further reduced to 117.54 in 1963-64.</p> <p>The Committee would, however, like to draw attention to the study made by the Efficiency Bureau of the ordinary working expenses of the Northeast Frontier Railway and would urge that the Railway should take effective measures to reduce the Workshop and running repair costs of coaching vehicles, effect economy in fuel consumption, eliminate loss of coal and other goods in transit and improve the utilisation of diesel engines. They also feel that with the increasing tempo of industrial development of Assam and North Bengal and the proposed extension of the</p>

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Broad Gauge line to Assam, it should be possible for the Railway to effectively bring down the operating ratio and minimise, if not altogether eliminate the losses on its working.

- 3 6 The Committee observe that during the current year (1963-64), while the gross traffic receipts were estimated to be Rs. 19.60 crores at the time of presentation of the budget to Parliament, the latest estimates show that the receipts are expected to be of the order of Rs. 24 crores. The Committee would emphasise the need for placing more realistic estimates before Parliament.
- 4 7 The Committee would like the Railway Board to exercise a careful check on the working of the strategic section of the Northeast Frontier Railway (Rangapara North—North Lakhimpur) with a view to see that the administrative expenses are kept to the minimum. They would also stress that all possible efforts should be made to earn maximum of revenue by attracting goods traffic so that the overall losses are kept to the minimum.
- 5 9 The Committee note that the Northeast Frontier Railway are incurring losses on the working of the Darjeeling—Himalayan Section.
- The Study Group of the Estimates Committee which visited Darjeeling area was given an impression both by the tea planters and the local population that they would like the railway line on Darjeeling-Himalayan section to be retained. The Committee consider that if, in deference to this sentiment, the Railway line is not to be closed, a responsibility devolves on the tea planters, the State Government and the people to see that full patronage is extended to the Railway so as to utilise in full the railway capacity.
- 6 9 It has been suggested to the Committee that permits for road services should be granted by the State Government on the Darjeeling Himalayan section after taking into account the capacity for passenger and goods traffic which is already available on the Railway. The Committee have no doubt that the State Government would consider this important aspect sympathetically so as to help the Railways to arrest the increasing losses which are being incurred on the running of this section.

1	2	3
7	12	The Committee would like to congratulate the Railways on the construction of the rail-cum-road bridge over the Brahmaputra river—the only major river in the country which had not been bridged previously—and for opening it to good traffic two months ahead of the schedule during the period of the emergency. They are also glad to note that the total expenditure is expected to be less than the anticipated cost.
8	15	The Committee consider that in order that various projects and schemes included in the Third Five Year Plan of the Northeast Frontier Railway are executed in time, strenuous efforts would have to be made to ensure prompt supplies of critical materials and equipment, specially steel and girders etc., in regard to which the position has not been satisfactory during the past years. The Committee suggest that the Railway Board should take up the question with the Ministry of Steel and Heavy Engineering so as to ensure that the requisite supplies are forthcoming in time.
9	16	As the Broad Gauge link from Calcutta to Assam is of strategic importance and is vital for the defence of the country, the Committee have no doubt that the work would be completed with all possible speed.
10	17	The Committee are glad that the construction of new lines (Khajuriaghat to Malda, Kalkhalighat to Dharamnagar, Rangpura North to North Lakhimpur, etc.) is going apace on the N.F. Railway. The Committee would urge that Government should ensure timely supply of all the requisite materials to the N.F. Railway so that the construction work is not impeded.
11	18	As a result of the Government's decision to extend the Broad Gauge line from New Jalpaiguri to Assam, work on the introduction of Centralised Traffic Control System between Siliguri Junction and Chengsari, which had made some progress, had to be suspended, thus resulting in some infructuous expenditure. The Committee hope that the Railways would adopt the most economical means to meet the situation.
12	20	The Committee are glad that the Ministry of Railways are fully cognizant of the fact that the project to step up the ferry capacity between Farakka and Khajuriaghat is mainly for the interim period and

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therefore every effort has to be made to ensure that its cost is kept down to the minimum. They have no doubt that Government would also ensure that the expenditure now being incurred on line capacity works on Farakka and Khajuriaghat sides and between Khajuriaghat and New Jalpaiguri would fit in with the ultimate scheme of carrying the railway line across the barrage at Farakka, so as to obviate any avoidable infructuous expenditure.

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The Committee suggest that the Railway authorities should try to make the best possible use of the flotilla at Pandu rendered surplus as a result of construction of the Brahmaputra Bridge, consistent of course with the requirements of the emergency.

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The Committee are constrained to note from the study of the Efficiency Bureau that 80 per cent of trains suffered late start at New Gauhati and 88 per cent at Siliguri mainly for late formation, paths and vacuum testing.

The Committee would urge that speedy and effective action may be taken on various suggestions of the Efficiency Bureau such as centralised control over the working of diesels, enforcement of a proper goods working time-table, running of double-headed trains with full load, reduction of detention at home stations and terminals to diesels etc.

The Committee would also suggest that proper record should be maintained of the movement of diesel engines in sheds as well as in traffic and a periodical analysis undertaken with a view to take remedial measures to improve their utilisation.

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The Committee note with concern the steady deterioration in the speed of through and working goods trains on Northeast Frontier Railway during the last three years. While it is true that there are certain special factors which affect the speed of trains on the N.F. Railway, the Committee trust that, with the dieselisation of all through goods services on the greater portion of the Metre Gauge Section, as well as improvement in terminal and yard capacities, it would be possible for the Railway to improve its performance in this regard

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It has been stated that the increased percentage of ineffective locomotives is due to certain defects having developed, such as failure of experimental disc brakes and defective working of exhausters. The Committee

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note that these defects are being rectified by the makers representatives. The Committee hope that the defects would be rectified expeditiously and the engines at present out of commission would be put to use without loss of time. The Committee have also no doubt that proper precautions would be taken to ensure that these defects do not recur in future supplies of diesel locomotives.

17 30 The Committee are glad that Railways have been able to meet practically in full the demands for wagons for movement of foodgrains on Government account though *prima facie* the position in June, 1963, does not appear to have been as good as in other months. The movement of foodgrains on trade account was apparently also not so happy as that on government account. While it may be that there is an element of inflation in the monthly total of tenders, it appears that the wagons could not be supplied in time.

As the movement of foodgrains is of vital importance in an area like Assam, the Committee would stress the need for close co-ordination between the Railways on the one hand and the Assam Government and the trade on the other, so as to ensure that the supply of wagons is so regulated as to meet promptly the demand in full.

18 31 In connection with the movement of foodgrains, it has been represented to the Committee that "While demands for wagons accumulate for weeks and in some cases for months, the Railways at a later stage, all of a sudden and without previous notice, place blocks of 20 to 40 wagons at a particular station without allowing any extra time and facility for loading." The Committee would like the Northeast Frontier Railway authorities to ensure that as far as feasible due notice is given in all cases where movement has to take place in block loads, so as to obviate complaints of this nature.

19 32 The Committee are informed that 90% of the quota of wagons for movement of jute is allotted to jute merchants' Associations while 10% is reserved for merchants who are not members of such associations. The Indian Jute Mills Association has, however, represented that the allotment of wagons to mill agencies is not commensurate with their requirements, mainly because the local jute merchants' associations, which are mostly unregistered bodies, are not acting impartially in trying to identify the genuine consignors

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of jute. They have suggested that only bona fide sellers of raw jute should be allotted wagons through Railway District authorities. The Committee would like the matter to be investigated by Government with a view to see what improvements, if any, could be effected in the procedure for allotment of wagons so as to leave no room for complaints of the nature voiced by the Indian Jute Mills' Association.

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While the Committee are in agreement with the Government's policy of encouraging all modes of transport, they would stress that too much reliance should not be placed on transport of goods by river through a foreign territory.

The Committee hope that with the extension of the Broad Gauge services to Assam and the augmentation of the ferry capacity at Farakka-Khejuriaghat the Northeast Frontier Railway would be able to provide a stable and direct link between North Bengal and Assam and the rest of India. The Committee expect that Government would see to it that other forms of transport, namely road and river transport, function in a manner complimentary to, and not in competition with the Railway.

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The Committee would suggest that early decision about the introduction of concessional freight rates for jute and tea should be taken. The Committee feel that one of the most persuasive methods of attracting traffic is to reduce transit time and to ensure safe handling of goods. The Committee feel that the Railways should try to effect appreciable improvement in these two directions to attract more goods traffic particularly tea.

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The Committee, while appreciating the difficulties enumerated by the Railways in carrying pineapple from Tripura, would emphasise that transport of fruits and agricultural products has a great bearing on the economy of this Territory. They have no doubt that suitable measures would be adopted in consultation with the trade and the administration to facilitate transport of perishables by rail.

As Assam and North Bengal, served by Northeast Frontier Railway, are rich in fruits and vegetables, the Committee feel that concerted measures are called for to improve quick and safe handling of perishables in order to attract more such traffic to the Railways, and reduce the incidence of claims.

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23	38	<p>The Committee note from the statement (Appendix V) that although for most of the months, the supply of wagons has been equal to or more than the number indented for by the refineries, there have been occasions, notably in November and December, 1962 for Noonmati Refinery and in February, March and May, 1963 for Digboi Refinery, where tank wagons supplied were short of the number indented for.</p>
24	40	<p>The Committee recommend that the agreed decisions taken at the meetings held in October, 1963, between the Railway authorities and the Ministry of Petroleum and Chemicals/Indian Oil Company should be implemented without delay to achieve maximum results.</p>
25	42	<p>The Committee are glad that the Railways are cognisant of the likely impact of the installation of pipe lines on the movement of oil on their tank wagon fleet. They would stress that there should be close co-ordination between the Ministries of Chemicals and Petroleum and the Railways so that there is no infructuous expenditure resulting from idling of existing tank wagons.</p>
26	43	<p>The Committee have been informed that 944 wagons out of 18,272 wagons which were supplied to the Indian Oil Company in 1962-63 and 1963-64 (Upto October, 1963), were either damaged or reserved for aviation spirit or misrouted or otherwise unserviceable.</p> <p>The Committee note that the number of such wagons is about 5% of the total number of wagons supplied. They would stress on the Northeast Frontier Railway the need for ensuring that only serviceable wagons are supplied against indents to oil companies to avoid complaints.</p>
27	44	<p>The Committee note that despite the movement of POL traffic in block rakes, the turn-round position of tank wagons has not shown any marked improvement during the current year. The Committee also notice that there is heavy detention of wagons in yards, particularly in Duliajan yard which has ranged from 30 hours in May, 1963 to 70 hours in August, 1963. The Committee would stress the need for reducing such heavy detention to tank wagons in the yards. They would also suggest that a study may be undertaken of the movement of tank wagons with a view to devise effective measures to improve the turn-round.</p>

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- 28 46 The Committee would like the Railways to ensure that the prescribed procedure for transshipment of oil from damaged oil tank wagons is strictly followed so that there is no avoidable loss or contamination of the contents of tank wagons, which is particularly important in the case of aviation fuels.
- 29 48 The representative of the Ministry admitted that due to defence requirements, the movement of stores, machinery, road construction materials, bricks and oil field drilling and production equipment, required by the Oil India Ltd. at their bases at Duliajan and Moran had suffered. It was added that as the position had since eased, all efforts would be made to expedite the movement of the requisite machinery and stores. The Committee would like the Railway Board to scrutinise carefully cases of this nature with a view to see that all possible efforts are made, consistent with defence requirements, to move in time the stores and machinery required for oil prospecting and drilling. The Committee would also suggest that the question of allowing the contractors of Oil India Ltd., to register their total requirements of wagons (as against upto 5 wagons at a time) may be examined early.
- 30 49 The Committee are surprised that some applications for lease of land to Oil Companies for setting up additional petroleum storage depots have been pending for more than two years. The Railways should pursue the matter with the State Government and take an early decision on the leasing of land to the Oil Companies for setting up of additional bulk petroleum storage depots which are increasingly necessary to facilitate movement of petroleum in block rakes.
- 31 50 The Committee feel that the liaison between the Railways, the Ministry of Petroleum and Chemicals and the Oil Companies/Refineries has not been very purposeful. The Committee are, however, glad to note that some initiative in the matter has recently been taken by the Railways and that a detailed discussion was held between the representatives of the Ministry of Railways/Northeast Frontier, North Eastern and Eastern Railways and the representatives of the Ministry of Chemicals and Petroleum/Indian Oil Company on the question of transshipment of POL and other allied matters at Garhara on the 30th September and 1st Oct, 1963 and at Pandu on the 10th October, 1963.
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The Committee would commend similar field meetings being held between the Ministry of Railways/N.F. Railway and the Ministry of Petroleum and Chemicals/Refineries so that the difficulties experienced in the movement of POL traffic and other allied matters are resolved satisfactorily.

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The Committee are surprised to note that in 1963-64 (so far) the average cost of coal per tonne including freight charges etc., from Assam is Rs. 50.65 which is higher than Bengal-Bihar coal whose average cost is only Rs. 48.71. Considering that the Assam coal is ungraded and has to be carried over less distance as compared to Bengal-Bihar coal, the Committee would have ordinarily thought that it should cost appreciably less than the Bengal-Bihar coal, as in fact was the position in previous years. The Committee would suggest that the Railways should go into the question of economics of the use of these two coals.

The Committee would also like to mention in this connection that Assam has rich sources of oil which are being increasingly tapped. The Committee also understand that the use of diesel engines on N.F. Railway has resulted in better performance. In view of these considerations, the Committee would suggest that the question of accelerating the programme of dieselisation in this region should receive urgent consideration.

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The Committee consider that it should be possible for the Northeast Frontier Railway to bring down the heavy losses on coal as it is now being moved from Bengal-Bihar fields by the all-India route *via* Farakka-New Jalpaiguri instead of Indo-Pakistan route. They would also emphasise in this context the need for tightening up security measures particularly in transshipment yards and loco sheds to eliminate heavy pilferage and wastage losses.

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The Committee observe that there has been marked increase during the last three years in the rate of coal consumption per 1000 gross tonne Kilometres on the Metre Gauge Section, both on passenger and goods services, particularly in the case of the latter. Since heavy losses are being incurred on the running of the Northeast Frontier Railway, the Committee would stress the need for taking concerted measures for effecting economy in the fuel bill on the Metre Gauge Section.

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35	55	The Committee find that the goods services on the Broad Gauge Section of this Railway consume nearly 100% more coal as compared to other Zonal Railways. They would, therefore, stress that concerted measures may be taken to reduce the coal consumption also on the Broad Gauge section of the Northeast Frontier Railway.
36	57	The Committee are glad that some additional Third class bogies have been attached with important trains like Assam Mail, A.T. Mail, etc. to augment capacity. They would stress on the Railways the need for introducing short distance passenger trains and diesel Rail Cars to the extent feasible to relieve over-crowding.
37	58	The Committee find that the question of introducing a janata train on the Northeast Frontier Railway was raised in the meetings of the Zonal Railway Users' Consultative Committee more than once. It has not been possible to give effect to the proposal due to shortage of coaches and engines. As no janata train is at present running on the Northeast Frontier Railway, the Committee recommend that at least one such train should be introduced on Northeast Frontier Railway.
38	59	The Committee would stress that close and constant attention should be paid by the Northeast Frontier Railway Administration to the punctual running of passenger carrying trains.
39	60	The Committee find that there continues to be heavy time-lag in the publication of statistics. The Committee feel that if the statistics are to serve any real use, they should be brought out in time. They would stress that remedial measures may be taken to ensure that initial information is received and compiled promptly and is published without loss of time.
40	61	The Committee find that the basic amenities have not been provided in the case of 10 to 15 stations. The Committee recommend that the basic amenities should be provided at these stations without loss of time.
41	62	In view of the fact that the standard of passenger amenities on Northeast Fronteir Railway is admittedl

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lower than that on other Railways, the Committee consider the shortfalls in expenditure on passenger amenities works as unfortunate. They would urge the Railway administration to draw up a detailed phased programme of works to be undertaken during the remaining years of the Third Plan so that necessary action could be taken well in advance for procurement of the requisite materials etc. They hope that the allocations to be made to the Northeast Frontier Railway for passenger amenities during the remaining years of the Third Plan would be fully spent.

42 63 It has been represented to the Committee that passenger amenities at Ferry Ghats *viz.*, Sakrigalighat, Manihari Ghat and Sahib Ganj are inadequate, and that the passengers have no protection from sun and rain as no waiting halls have been provided there. As it may not be possible to provide covered accommodation due to frequent shifting of the ghats, the Committee suggest that the Railways concerned might consider the feasibility of utilising old and un-serviceable coaches for the purpose.

43 64 The Committee feel that with the proposed opening of the Broad Gauge link from Calcutta to Siliguri for passenger traffic in April, 1964, more attention should be given to the provision of amenities, such as retiring rooms, refreshment rooms etc., to attract tourist traffic in North Bengal and Assam areas.

44 65 The Committee would suggest that early decision should be taken on the proposal for increasing facilities for tourists. In particular they would stress the need for establishing more tourist counters at suitable Railway stations, so that information is made readily available to the tourists.

The Committee would also suggest that the Government should take initiative to develop suitable places in Assam Dooars and Darjeeling areas, which abound in scenic beauty so as to attract more tourist traffic.

45 67 The Committee would stress that special efforts should be made to dispose of long pending claims cases.

46 72 The Committee are glad to note that there has been some improvement in the amount of claims paid on through traffic in the half year ending September 1963 as compared to the corresponding period of 1962.

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The Committee feel that as the Railways' responsibility as a common carrier has greatly increased with effect from 1-1-1962, it is imperative that measures for claims prevention are intensified. In this connection, they would like to specifically mention the need for ensuring proper packing and marking of packages, a continuous drive to connect consignments and imparting of education to staff and labour for proper handling of goods. They would also stress the need for intensifying security measures, particularly in vulnerable yards and sheds and of providing anti bleeding devices inside the covered wagons to prevent flap door thefts.

In the context of Northeast Frontier Railway which is susceptible to heavy rains, they would lay special emphasis on measures for making wagons watertight and provision of adequate covered accommodation in goods and parcel sheds to prevent damage by wet of goods during storage. They would also stress that joint checks at transshipment and inter-change points by Claims Inspectors of the contiguous railways should be intensified so that it is possible to locate the origin of loss of packages and take necessary remedial measures to prevent recurrence.

- 47 72 The Committee understand that no separate figures are maintained at present in respect of claims arising out of damage by wet to tea. As tea is a precious commodity, the Committee would suggest that specific record should be kept of claims paid on account of damage by wet to tea, so that the effectiveness of remedial measures taken could be adjudged readily.
- 48 73 One of the non-official organisations has represented to the Committee that 'short certificates, in cases of heavy claims, should be issued by or in presence of a responsible official other than the local goods clerk/Station Master. If this is ensured, Railways' loss would be minimised'. The representative of the organisation has stated in evidence that to check mal-practices, a limit should be placed above which the short certificates should be signed by a responsible officer, *viz.*, the Claims Inspector, and not by the Goods Clerk/Station Master.

The Committee would suggest that the incidence of such mal-practices may be investigated by the Railways and suitable remedial measures taken.

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- 49 75 The Committee understand that no meeting of the Catering Supervisory Committee and the Book Stall Committee was held during 1962-63. It is obvious that if these Committees have to serve any useful purpose, it is necessary that not only they should meet regularly but that the suggestions made by them should receive sympathetic consideration of the Administration for prompt implementation.
- 50 76 The Committee would stress that continuous efforts should be made to improve the standard of catering on the Northeast Frontier Railway. In particular they would suggest that on the Northeast Frontier Railway which largely serves tea growing area, special efforts may be made in conjunction with the Tea Board to ensure that good quality tea is served.
- 51 77 The Committee feel that while attempts may be made to make catering paying, it should be remembered that catering is not basically a revenue earning department but an essential service provided in the interest of the travelling public. The Committee would emphasise the departmental catering should set a high standard so that it acts as an example to the private caterers to improve their standard.
- 52 78 The Committee would suggest that dining cars should be introduced in place of buffet cars as early as possible so that the passengers travelling long distances over N.F. Railway are assured of good and wholesome food in comfortable environment. They would also stress the need for improving the design of dining cars so that the dining compartment is kept free, as far as possible, from smoke and dust nuisance. They would also suggest that the question of introducing departmental catering on new dining cars to be introduced on N. F. Railway be considered in the light of experience gathered in running this service on other Railways.
- 53 79 From the point of view of health as well as public hygiene, it is imperative that an intensified campaign for improving sanitary conditions in railway stations and trains, particularly long distance trains, is launched. The Committee would stress the need for tightening the machinery at various levels, and of taking strict action against persons found to be negligent in the performance of their duties.
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- 54 81 The Committee note that the existing agreement with the Assam Government provides that the Transport Agents, shall, at their own expenses, establish and keep up a depot at Shillong, to be approved by the Railway Administration, with proper and safe warehouses and godowns for collection receipt, delivery, storage, loading and unloading of all such goods, wares, live-stock, parcels and luggage. The Committee are surprised that there is no specific provision about the inspection by Railways of passenger amenities to be provided in out-agency. They suggest that a suitable provision in this behalf should be incorporated in the agreement which is stated to be under revision. The Railways should also take up with the Assam Government the question of providing adequate godown facilities at Shillong.
- 55 82 There is obviously a patent case for considering the question of reduction of freight rates on fresh fruits from Shillong and other hilly areas of Assam to rail-heads if these perishables are to be made competitive in price in Calcutta, North Indian Markets, etc. The Committee have no doubt that keeping in view the larger interests of economy of Assam, the matter would receive the sympathetic consideration of the State Government.
- 56 84 The Committee find that the out-turn of periodical overhaul of wagons at the Dibrugarh Workshop, which was 131.33 per month in 1961-62 has fallen to 102.67 during the current year.
- The Committee would stress that remedial measures should be taken without delay to sustain the out-put at least at the level of the previous years.
- 57 85 The Committee hope that the expansion works at the Dibrugarh Workshop would be completed in time so that the target capacity is reached by the end of the Third Plan.
- 58 86 The Committee would suggest that Government should ensure that the requisite materials, specially steel, are made available without delay for the construction of the new Carriage and Wagon Workshop at Bongaigon so that it is completed by the targetted date (December, 1965).
- 59 90(a) The Committee note that while there would be adequate capacity at the end of the Third Plan for undertaking

- the POH of locomotives and wagons in the Workshops of Northeast Frontier Railway, there would still be a shortfall of 21·7% in the case of coaches. The Committee would suggest that intensive measures should be taken to increase productivity in the Workshops of Northeast Frontier Railway and reduce the time taken for the periodical overhaul of coaches, so that it becomes self-sufficient in this matter.
- 60 90(b) A Departmental Committee appointed in 1956 to suggest location of a new Workshop on the Northeast Frontier Railway had originally suggested Siliguri area as offering the best site. The Committee have no doubt that when the question of developing workshop facilities for Broad Gauge rolling stock on the Northeast Frontier Railway is considered by the Railway Board, they would keep in view the advisability of locating it in a central place in Siliguri area.
- 61 91 The Committee would stress that every effort should be made to feed the Workshops of Northeast Frontier Railway in time with essential stores so that production is not hampered. They need hardly say that in view of the limited workshop capacity available on the Northeast Frontier Railway, other Zonal Railways should come to its help in the matter of supply of spares and duplicates of rolling stock.
- 62 92 The Committee are not convinced with the reasons advanced by the Railway in Defence of the high cost of periodical overhaul of coaching vehicles in the workshops of Northeast Frontier Railway and would stress that urgent steps should be taken to increase productivity in the workshops and thus appreciably bring down the repair cost.
- 63 93 The Committee regret to note that there has been considerable delay in extending the system of job costing and cost accounting to the workshops on Northeast Frontier Railway. They hope that it would be enforced in the major workshops of Northeast Frontier Railway without any further delay on the same lines as existing on other Indian Railways.
- 64 94 The Committee suggest that the incentive system of working may be extended to the workers in the Dibrugarh Workshop as also to other workshops on the Northeast Frontier Railway. The Committee have no doubt that the Railways would take necessary

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steps to ensure that the incentive system of working is enforced in the New Carriage and Wagon Workshop at Bongaigaon as early as possible.

- 65 95 The Committee are glad to be informed that the value of dead surplus stores is nil at present.
- 66 95 The Committee note that the value of stores surrendered as scrap on Northeast Frontier Railway, which was nil in 1960-61 and 1961-62, has risen to Rs. 0.94 lakhs in 1962-63. The Committee would suggest that the reasons for this increase may be investigated and remedial measures taken.
- 67 96 The Committee find that there has been a shortfall in the building of staff quarters in 1960-61 and 1962-63. Considering the geographical and strategic position of the area, the Committee feel that every effort should be made to construct the number of quarters originally programmed.
- 68 97 The 'kutcha' quarters were built at a cost of Rs. 160 lakhs and an expenditure of about Rs. 40 lakhs per year on their maintenance is obviously very high. In fact, as admitted by the Ministry of Railways, in evidence, it means that the 'kutcha' quarters are practically re-built once every four years. The Committee would suggest that the Railways should consult the Ministry of Defence and the Government of Assam who may have experience of maintaining such 'kutcha' construction with a view to devise effective measures to reduce their maintenance cost till they are replaced by 'Pucca' quarters.
- 69 98 The Committee are constrained to note that the provision for replacement of 'kutcha' quarters has come down in the current year and would be no better in the next year.

In view of the high cost of maintenance of these 'kutcha' quarters, it may be worthwhile to make a special allotment for the purpose of replacing them by 'pucca' quarters. The Committee suggest that the whole matter, having regard to its financial implications, may be thoroughly examined by the Government and a programme for early replacement of 'kutcha' quarters by 'pucca' quarters drawn up.

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70	99	<p>The Committee are constrained to note that as many as 38·66 per cent of the total operating staff on Northeast Frontier Railway are due to undergo refresher training and that the number of pointsmen and shuntmen guards and drivers, Station Masters and Assistant Station Masters, etc. who are due to undergo training is very large. The Committee consider that the matter needs to be pursued vigorously by the Railway authorities so that the operating staff who are vitally concerned with the safe running of trains, are imparted refresher training without avoidable delay. They would suggest that a detailed programme for imparting such training should be prepared and a careful watch kept at high level to ensure its strict implementation.</p>
71	100	<p>The Committee consider that priority should be given for developing adequate training capacity in the Area Training School so that as large a number of employees as are required to undergo refresher training can be imparted the same in the School without difficulty.</p>
72	101	<p>The Committee are surprised to note that while the number of scheduled castes appointed against reserved posts was more than the reserved quota in 1961-62, there has been a steep shortfall in their recruitment in 1962-63. They also note that there has been a marked shortfall in the recruitment of scheduled tribes, particularly against class III posts, during the last two years. The Committee would stress that special effort may be made by the Railways to recruit scheduled castes and scheduled tribes to fill the reserved vacancies.</p>
73	102	<p>The Committee are glad to note the improvement effected in the disposal of pending cases relating to payment of Provident Fund and Gratuity. They would, however, stress that payment of provident fund and gratuity should be made without delay to the staff and that in particular no effort should be spared to ensure prompt payment to the widows and dependants of the deceased employees.</p>
74	103	<p>The Committee have no doubt that the Railway Board would continue to pay special attention to the requirements of the Northeast Frontier Railway so that the means of communication in this strategic part of the country are strengthened and at least placed at par with those obtaining in the rest of the country.</p>

APPENDIX XI

Analysis of recommendations in the Report

I. Classification of Recommendations :

A. Recommendations for improving the organisation and working:

S. Nos. 1, 7, 14, 16, 17, 18, 19, 23, 24, 26, 27, 28, 31, 36, 37, 38, 39, 45, 56, 59, 61, 63, 64, 70, 71, 73 and 74.

B. Recommendations for effecting economy :

S. Nos. 2, 4, 5, 11, 12, 13, 15, 21, 22, 25, 32, 33, 34, 35, 46, 48, 62, 65, 66, 68 and 69.

C. Miscellaneous Recommendations :

S. Nos. 3, 6, 8, 9, 10, 20, 29, 30, 40, 41, 42, 43, 44, 47, 49, 50, 51, 52, 53, 54, 55, 57, 58, 60, 67 and 72.

II. Analysis of more important recommendations directed towards economy :

S. No. as per
Summary of
Recommendations (Appendix X)

Particulars

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| 2 | Effective measure should be taken to bring down the operating ratio and minimise, if not altogether eliminate, the losses on working of N.F. Railway. |
| 6 | Permits for road services on the Darjeeling Himalayan Section may be granted by the West Bengal State Government after taking into account the available railway capacity for passenger and goods traffic so as to arrest the increasing losses being incurred by Railway on the running of this section. |
| 15 | With the dieselisation of all through goods services on the Metre Gauge Section, as well as improvement in terminal and yard capacity, it should be possible to improve the speed of goods trains on the N.F. Railway. |
| 21 | Railways should effect appreciable improvement in transit time and safe handling of goods in order to attract more of jute and tea traffic. |
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S. No. as per Summary of Recommendations (Appendix X)	Particulars
32	In 1963-64, the average cost of coal from Assam (Rs. 50·65 per tonne) is more than that of coal from Bangal-Bihar (Rs. 48·71 per tonne). With a view to effect economy in coal bill, the railways should go into the question of relative economics of using coal from Assam and Bihar-Bengal collieries.
33	Security measures, particularly in transshipment yards and loco sheds, should be tightened in order to eliminate losses of coal through pilferage.
34&35	Concerted measures should be taken to effect economy in the fuel bill on the Metre Gauge and Broad Gauge Sections of the Northeast Frontier Railway.
46	Measures for claims prevention should be intensified by tightening up security measures, providing anti-bleeding devices inside the covered wagons, making wagons water tight, providing covered accommodation at goods sheds and enforcing joint checks at transshipment and interchange points by Claims Inspectors of contiguous Railways.
62	The high cost of periodical overhaul of coaching vehicles in the Workshops of the N. F. Railway should be brought down by increasing productivity.
68	The Railways should consult the Ministry of Defence and the Government of Assam, with a view to devise effective measures to reduce the cost of maintenance of 'kutcha' quarters till they are replaced by 'pucca' quarters.
69	In view of the high cost of maintenance of 'kutcha' quarters, it may be worthwhile to make a special allotment for the purpose of replacing them by 'pucca' quarters.
