

E.C. No. 113

ESTIMATES COMMITTEE
1958-59

FORTY-THIRD REPORT

(SECOND LOK SABHA)

MINISTRY OF RAILWAYS

ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS OF THE ESTIMATES COMMITTEE CONTAINED IN THE TWENTY-EIGHTH REPORT (FIRST LOK SABHA) ON STORES AND PRINTING



LOK SABHA SECRETARIAT
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CORRIGENDA

TO

FORTY-THIRD REPORT OF THE ESTIMATES COMMITTEE
ON ACTION TAKEN BY GOVERNMENT ON THE RECOMMEN-
DATIONS CONTAINED IN THE 28TH REPORT (FIRST
LOK SABHA) ON THE MINISTRY OF RAILWAYS-- STORES
AND PRINTING

- Contents, under 'pages' insert '1' against
I. Report'
- Page (v), read 'The 27th March, 1959/The 6th
Chaitra, 1881(Saka)' for 'The 25th
March, 1959/The 4th Chaitra, 1881(Saka)'
- Page 7, Col.4, line 18, insert 'be' after 'to'
- Page 19, Col.4, line 6, read 'not' for 'no'
- Page 24, Col.3, add '(LSS OR No.102-EC.II/56,
dated 7.7.1958)' at the end.
- Page 29, Col.3, line 6, delete 'on'
- Page 29, Col.4, line 5, add 'on' after
'implemented'
- Page 31, Col.4, line 6, read 'are' for 'ar'
- Page 38, Col.4, line 5, read 'locc foremen'
for 'a loco foreman'
- Page 41, Col.4, line 2, read 'alerted' for
'altered'
- Page 55, Col.2; delete '6'
- Page 55, Col.3, line 3, read 'recommendation'
for 'recommendations'
- Page 58, Col.4, last line, read 'obligation'
for 'ooligation'
- Page 59, Col.4, line 7, read 'data' for 'date'
- Page 60, read 'The 27th March, 1959/The 6th
Chaitra, 1881(Saka)' for "The 12th
March, 1959/The 4th Chaitra, 1881(Saka)
- Page 62, line 12, insert '41' after '34'
- Page 62, line 23, add '(Vide recommendations
Chapter IV)'

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1958-59

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*Elected w.e.f. 28-8-1958 *vice* Shri Mahavir Tyagi resigned.

**Elected w.e.f. 17-9-1958 *vice* Shri J. Rameshwar Rao resigned.

†Elected w.e.f. 23-9-1958 *vice* Smt. Renuka Ray resigned.

‡Elected w.e.f. 23-9-1958 *vice* Shri Nemi Chandra Kasliwal resigned.

§Elected w.e.f. 17-12-1958 *vice* Shri Vijayram Raju resigned.

Introduction

I, the Chairman of the Estimates Committee, having been authorised by the Committee, present this Forty-third Report of the Estimates Committee of the Lok Sabha on action taken by Government on the recommendations contained in the Twenty-Eighth Report of the Estimates Committee of the First Lok Sabha.

2. The Twenty-Eighth Report of the Estimates Committee was presented to the House on the 21st May, 1956. The Government furnished their replies indicating action taken on the recommendations/conclusions in this Report between the 10th October, 1956 and 29th July, 1958. The Ministry was requested to furnish clarifications on certain points arising out of their replies. The replies (including replies to points for further clarification) were examined by a Study Group of the Estimates Committee on the 23rd December, 1958. This report includes replies of the Ministry to the original recommendations of the Committee as well as replies to points for clarification.

3. The report has been divided into four Chapters *i.e.*

I. Report.

II. Recommendations that have been accepted by the Government.

III. Replies of Government that have been accepted by the Committee.

IV. Replies of Government that have not been finally accepted by the Committee.

4. An analysis of the action taken by Government on the recommendations contained in this Forty-Third Report is given at Appendix II.

NEW DELHI-1.

The 25th March, 1959.

The 4th Chaitra, 1881 (Saka).

BALVANTRAY G. MEHTA,

Chairman,

Estimate Committee.

CHAPTER I

Report

The Estimates Committee, in para 39 of their Twenty-eighth Report (First Lok Sabha), noted that the Tender Committee usually consisted of the Controller of Stores, the Deputy Financial Adviser and the Deputy-General Manager of the concerned Railways, and, therefore, suggested that some non-Officials who were not interested in actual trade but who had experience in the line be associated with the Tender Committees. This would have two advantages: (a) the benefit of the experience of the non-officials will be available to the Tender Committees, and (b) the official members of the Tender Committees will not be exposed to any criticisms of favouritism etc. The Ministry have replied that the association of non-officials with Tender Committees is not considered desirable as the non-officials would not be answerable for results while the officials who are on the Committee will not take the full executive responsibility for the decisions of the Tender Committee. *The Committee do not consider the reply of the Ministry as satisfactory. In order to avoid any possibility of the blurring of executive responsibilities, the Committee suggest that the association of non-officials with the Tender Committee may be in their Advisory capacity only.*

CHAPTER II

Recommendations that have been accepted by Government

Serial No. (as in Appendix VII to the 28th Report)	Reference to Paragraph No. of the Report	Summary of Recommendations, Conclusions	Government's reply
1	2	3	4

1 1 The contribution of the Railways towards the industrialisation of a country is two-fold ; (i) they assist in the growth of new industries by taking raw materials required to the site of industry and by distributing the finished products to the various consuming centres, and (ii) rail communications by themselves are a highly specialised industry, the development and manufacture of which requires a large number of ancillary industries. The Railways, therefore, can give a great fillip to the

The Committee's observation is noted.

[*Ministry of Rlys. O.M. No. 56-B (C) 6000/Recommendations (28), dated 10-10-1956*].

industrialisation of the country by creating indigenous capacity for the manufacture of thousands of items of stores required by the Railways.

It is gratifying to note that the percentage of value of stores of Indian manufacture to the total purchases has increased substantially from 61 % in 1938-39 to 78 % in 1954-55 though the Committee would like to see that the percentage is still higher. During the Second Five Year Plan with their programme of further expansion, the stores purchases of Indian Railways will go up further. In view of these factors the important role that the Indian Railways are bound to play in developing capacity of ancillary industries to feed them, cannot be over-stressed.

(Further information called for by the Committee)

It is observed that the percentage of value of stores of Indian origin to the total purchases has been reduced to 73.4 in the year 1956-57. It is, therefore, requested that up-to-date figures of values of stores purchased from three sources *i.e.*, (i) Imported goods, (ii) Imported goods purchased in India, and (iii) Indigenous stores, may please be furnished alongwith the reasons for fall in the purchases of stores of Indian origin.

[L. S. S. O. M. No. 102 EC-II/56, dated 7-7-58].

The Committee's observation is noted.

[Ministry of Rlys. O.M. No. 56-B(C) 6000/ Recommendations (28), dated 27-10-1956].

The Accounts for the year 1957-58 will be closed by the Railways by the end of July, 1958. The Railways have however been asked to furnish the figures for 1957-58 as early as possible. The information will be furnished as soon as received from the Railways.

[Ministry of Rlys. O. M. No. 56-B (C)6000/ 28th Report/Pr. I, dated 21-8-1958].

In the matter of purchase of Railway Stores the present policy of the Government of India, namely to encourage development of indigenous industries to the utmost extent, consistent with economy and efficiency' is generally followed by the Railway Ministry. The Railways have accordingly been allowing a general price preference upto a maximum of 15 % to indigenous products over imported materials. In respect of certain specified categories of stores, which are in the Development Stage, the Railways are also empowered to permit price preference upto 25 %. Cases involving price preference above these limits are specifically considered and accepted by the Railway Board where justified. This drive has been further strengthened due to the difficult foreign exchange position. In fact, Railways have been instructed that wherever an indigenous offer which is higher in price than the offer for imported stores (involving foreign exchange expenditure) is proposed to be ignored, sound and valid reasons must be recorded. Purchases of Railway Stores from within the country have, as a result of these measures, shown a progressive increase as will be seen from the statement given below :

Year	Imported materials		Total Per-centage of Indi-ge-nous to total pur-chases
	Pur-chased direct	Indi-genous pur-chases of Ma-terials through Ag-ents in India	
1955-56	15.18	17.45	32.63
1956-57	19.85	25.69	45.54
1957-58	27.10	36.25	63.35
			93.65
			126.28
			171.36
			221.83
			74.16%
			73.42%
			71.44%

(in crores of rupees)

5

It will be observed from the above that actually there has been no fall in the value of indigenous purchases. On the other hand indigenous purchases have shown a progressive increase, the value of Indigenous purchases in 1956-57 and 1957-58 have recorded an increase of approximately 32 crores and approximately Rs. 33 crores respectively over the level of indigenous purchases made during the previous year.

The overall percentage of indigenous purchases to the total purchases has however gone down due to the heavy element of imported purchases in respect of Specialised Rolling Stock, Permanent Way Material and Workshop Machinery, which had to be made due to lack of adequate capacity in the country. For example, in 1957-58, out of 63 crores spent on imported stores, 32 crores represented the cost of Specialised Rolling Stock and another 15 crores the cost of Permanent Way Materials and the remaining 16 crores covered the cost of Workshop Machinery and other general stores which could not be procured indigenously.

[*Ministry of Railways O. M. No. 56-B (C) 6000/28th Report/Pt. I, dated 6-3-1959*].

3(a) 9-10 The Committee are glad to note the steps taken by the Railway Ministry to achieve self-sufficiency in regard to items of stores, which are at present procured from abroad. The Committee particularly appreciate the steps taken by the Railway Ministry in appointing the Railway Equipment Committee in February 1955. The activities of the Committee have given a great impetus to the prospective manufacturers in going ahead with their schemes for production of railway equipment.

The Committee's observation is noted.

[*Ministry of Railways O. M. No. 56-B (C) 6000/Recommendations (28) dated 27-10-1956*].

3(b)

11

The Committee hope that the Railway Ministry will lose no time in implementing the recommendations of the Railway Equipment Committee.

The recommendations of the Railway Equipment Committee are already being implemented.

[Ministry of Railways O.M. No. 56 B(C) 6000/Recommendations (28) dated 27-10-1956].

(Further information called for by the Committee)

It is observed from the statement indicating action taken on the recommendations of the Railway Equipment Committee Report sent alongwith the Ministry's O. M. dated 4th December, 1957 that action on a few recommendations was till then under examination. It is requested that the position of action taken on the remaining recommendation may also be furnished.

[L.S.S. O.M. No. 102 E-II/56 dated 7-7-1958]

Out of 45 recommendations made by the Railway Equipment Committee in their report, 43 have been finalised. The position with regard to the remaining two recommendations is indicated below :—

(i) *Recommendation No. 11.*—This pertains to examination of proprietary articles. The number of proprietary articles in use on the Railways is 80, so far as the mechanical branch is concerned. The validity of patent rights is under examination. Patents have lapsed approximately in 50 % cases. For those that are still valid, alternatives will have to be considered which will take some more time to be finalised.

(ii) *Recommendation No. 23.*—Creation of third locomotive manufacturing plant : This is under Board's consideration.

[Ministry of Railways O.M. No. 56B (C) 6000/-28th Report /Pt. I, dated 21-8-1958].

Replies regarding decision taken on recommendations 32 and 44 made in the Report of the Railway Equipment Committee which have not so far been supplied, may please be furnished.

[L. S. S. O. M. No. 102 EC-II/56 dated 9-9-1958]

Recommendation No. 32.—Although this recommendation has been already accepted, its implementation will have to be deferred as demands for further EMU Coaches have been considerably curtailed for the present.

Recommendation No. 44.—This has already been accepted and orders will shortly be issued to the Railways giving instructions on the procedure to be followed by them for procurement of suitable items exclusively from small scale Industries as well as the price preference to be granted to the products of such industries.

[*Ministry of Railways O. M. No. 56-B (C) 6000/28th Report Pt. I dated 2-11-1958*].

The Committee feel that the engineering industry in general and the prospective manufacturers in particular are unaware of the estimates of Railway requirements and suggest that the future requirements of Railways (for the next five years at least) should be worked out and given wide publicity. The Committee understand that the Railway Board proposes to bring out a printed catalogue of stores, details for which have been collected. The Committee suggest that the issue of the catalogue should be expedited.

A catalogue showing rough estimates of future requirements of Imported Railway Equipment and important indigenous Railway Stores in short supply, has already been published and made available for sale to the public at Rs. 2/- each at the Railway/Equipment Show Rooms and from all the Controllers of Stores of Indian Railways.

[*Ministry of Railways O. M. No. 56-B (C) 6000/Recommendations (28), dated 27-10-1956*].

(Further information called for by the Committee)
Please state if the catalogue can be sent free to some
reputed firms.

[L.S.S. O. M. No. 102 EC-II /56 dated 7-7-1958]

The catalogues in question were printed in 1955.
Interested parties including the reputed
firms have already purchased these catalogues.
At this late stage when only few copies are
left, it is not considered advisable to supply
these catalogues free of cost when bulk
of them have been sold. Further, no such
requests have been received from any firm for
free supply of these catalogues.

[Ministry of Railways O.M. No. 56-B (C)-6000/
28th Report /Pt. I dated 21-8-1958.]

6 15 The officials in charge of the show rooms should
be in a position to supply the requisite specifica-
tions and drawings of the materials etc. on the
spot to prospective suppliers and also have
adequate technical knowledge of the stores
in their custody and be able to explain the
important features of the equipment in the
show rooms.

Necessary facilities for this already exist in this
respect. The recommendation is, however,
being brought to the notice of the Railways.

[Ministry of Railways O.M. No. 56-B (C) 6000/
Recommendations (28), dated 27-10-1956].

As soon as a permanent exhibition is set up
it is proposed to place suitable officials in-
charge who will be able to furnish the detailed
information to suppliers as and when required
by them.

[Ministry of W.H.& S. O. M. No. B 5 (W)/56
dated 20-2-1957].

7 28-30 The Committee view with concern the increase
in the number of *ad hoc* indents placed by
the Railways in 1954-55 as compared with the

The attention of Railways has been drawn spe-
cifically to this recommendation.

previous two years. The Committee feel that the Railway indentors should have a definite programme chalked out sufficiently in advance and intimate their requirements to the D.G.S. and D. who can then try to procure the articles in good time, on a planned basis.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 10-10-1956*].

9

The Committee fail to appreciate why the Eastern Railway should be unable to furnish the information regarding the number of approved contractors for the years 1952-53 and 1953-54.

35

The Administration has been instructed to keep proper records for furnishing such information when required.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 27-10-1956*].

10

The procedure adopted by the various railways for placing contractors in the approved list of the merged railways is not uniform. The procedure adopted by the Western and Northern Railways has created hardships to the approved contractors of the merged railways. The Committee, therefore, recommend that the policy adopted by the Southern and the Central Railways should be introduced uniformly on all Indian Railways in this respect.

37

Nearly four or five years have passed since the merger of the railways took place and it is expected that by now all the interested Contractors who are eligible must have got themselves registered.

The recommendation, is, however, being brought to the notice of the railways concerned to enable them to consider any pending cases.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 10-10-1956*].

(*Further information called for by the Committee*)

The Ministry is requested to please state categorically whether there is no case of registration as

The Northern and Western Railways have advised that cases of contractors in question have been

approved contractor pending, so far as the approved contractors of the merged railways are concerned.

[L.S.S. O.M. No. 102-EC-II.56, dated 7-7-1958]

Please furnish information in respect of Railways other than Northern and Western.

[L.S.S. O.M. No. 102-E C-II.56, dated 9-9-1958].

reviewed by them and those who fulfilled the conditions for registration have been taken on their approved lists.

[Ministry of Rlys. O.M. No. 56-B (C)-6000, 28th Report/Pt. I, dated 21-8-1958].

Position in respect of other Railways except North-Eastern Railway has already been made clear in para 37 of Estimates Committee's Report under reference and no further comments are necessary.

As for North-Eastern Railway, the matter has been referred to the General Manager, North-Eastern Railway.

[Ministry of Rlys. O.M. No. 56-B (C)-6000, 28th Report/Pt. I, dated 2-11-1958].

In continuation of Ministry of Railways' reply to point for clarification No. 5 sent under their Office Memorandum No. 56-B (C)-6000, 28th Report/Pt. I dated 2-11-1958, it is stated that the North-Eastern railway has since advised that the contractors on the approved list of the pre-merged railways, who paid the security deposits and fulfilled other conditions for registration were placed on the approved list of the merged system.

[Ministry of Rlys. O.M. No. 56-B (C)-6000, 28th Report/Pt. I, dated 29-11-1958].

11

The Committee recommend that in respect of small scale and cottage industries for which no special facilities are being given for registration at present, special concessions may be given hereafter so as to give a fillip to those industries. The matter may be examined in consultation with the Ministry of Works, Housing and Supply so that a common procedure may be evolved in the matter. The Committee also suggest that steps should be taken to adhere to the time-limit for the registration of a new firm as laid down by the Stores Purchase Committee.

38

This recommendation is being brought to the notice of the Ministry of Works, Housing and Supply in which the Stores Purchase Committee's recommendations regarding registration of cottage and small scale industries are under examination. Necessary instructions to the Railways will be issued on receipt of advice from that Ministry.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/Recommendations (28), dated 10-10-1956*].

12

(*Further information called for by the Committee*) "

It is requested that in case the reply of the Ministry of W.H.& S. regarding registration of Cottage and Small Scale Industry has since been received, the Ministry's revised comments may please be offered.

[*L.S.S. O.M. No. 102-EC-II/56, dated 7-7-1958*].

A meeting was held between the representatives of National Small Industries Corporation and the Railway Board on 7-3-1958 and it has been decided that the Regional Liaison Officers of the Corporation will furnish to the Controllers of Stores of Indian Railways in their respective areas, lists of small units recognised by the Corporation. These units will be automatically registered as approved suppliers with the Railways.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/28th Report/Pt.-I, dated 21-8-1958*].

14

43 During the tours of the Sub-Committees of the Estimates Committee, they had observed that the progress of works undertaken was often retarded due to shortage of material. The Committee are, therefore, in agreement with the observations of the Railway Accidents Enquiry Committee (1954) that departmental or ministerial considerations at the Centre, based on the theoretical advantages of centralisation, should be relaxed as far as the provisioning of Railways is concerned or alternatively, railways should be permitted to carry appreciably larger stocks of stores in the depots of their consuming agencies, increasing present balances suitably to avoid holding up essential production.

Necessary financial provision for carrying stocks to meet the Second Plan requirements has already been made in the Plan and Railways are taking appropriate action to build up stocks of difficult and regularly used items.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/Recommendations (28), dated 27-10-1956*].

13

15

44 The Committee have no objection in principle to the system of making purchases through the Central Purchase Organisation. The Committee are, however, anxious to see that the Second Five Year Plan of Indian Railways is in no way jeopardised due to delayed and or inadequate supply of stores. The Committee hope that the various recommendations made by the Stores Purchase Committee will be pursued vigorously and as a result of the improvement brought about therein, the situation of continued short supply hampering the programme of works of railways will not be allowed to recur especially during the Second Five Year Plan.

Vigorous action is being taken at all levels to see that Second Five Year Plan of the Railways is in no way jeopardised by delayed or inadequate supply of stores.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/Recommendations (28), dated 10-10-1956*].

16 The Committee observe that at present there is not enough de-centralisation in the matter of purchase of stores in the Railways.

The Committee's observation is noted.
(Note : Remarks against recommendation No. 18 may also be seen).

[Ministry of Rlys. O.M. No. 56-B (C)-6000/
Recommendations (28), dated 27-10-1956].

17 46 The Committee understand that in some cases, particularly, where purchase of locos, carriages, signalling and non-ferrous components are concerned, as also requirements of large construction and production units, a ceiling limit of Rs. 10,000/- may not be adequate. As the ceiling limit has, however, been adopted only recently the results will have to be watched by the Railway Board. While the Committee have no objection to a cautious policy being followed in the matter, they would suggest that the limit should be enhanced, if necessary, after gaining experience about the manner in which the present enhanced limit facilitates actual purchases.

The Committee's suggestion is accepted.

[Ministry of Rly. O.M. No. 56-B (C)-6000/
Recommendations (28), dated 10-10-1956].

18 47 The Committee also suggest that there should be greater decentralisation of purchase with a view to encouraging small scale industries. The Committee understand that in Bombay and Saurashtra Regional Railway Equipment Committees have

As stated in reply to recommendation No. 21, the Ministry of Commerce and Industry (now the Ministry of Commerce and Consumer Industries) is already considering the manner in and methods by which small scale

19 been functioning with a view to seeing that as much railway equipment as possible for consumption in the respective areas is procured from within the States. The Committee feel that the Railway Ministry should approach the other State Governments with a view to establishing similar Committees in their respective States.

industries are to be established and encouraged. Railways will act according to final decisions taken.

The Railway Equipment Committee, whose report was received after the receipt of Estimates Committee's report, have also recommended the setting up of Central and Regional Railway Equipment Advisory Committees. These recommendations have since been accepted by the Board and action is being taken to set up these Committees.

[*Ministry of Rlys. O.M. No. 56-B(C) 6000/ Recommendations (28), dated 10-10-1956*].

48

The Committee feel that the Divisional Superintendents should be authorised to make local purchases upto a specified limit with the object of giving encouragement to local cottage and small scale industries. This will also incidentally serve to avoid unnecessary haulage.

The Divisional Superintendents are already authorised to make purchases of limited categories of items which are locally available from Cottage Industries. In accordance with the suggestion made by the Estimates Committee, the question of enlarging the category of items will be examined.

With regard to the larger question of giving assistance to the Cottage and Small Scale Industries, the Ministry of Railways is awaiting the decision of Government on the extent and the method to be adopted in giving encouragement to the Small Scale Industries through Government Purchases.

(Further information called for by the Committee)

[*Ministry of Rlys. O.M. No. 56-B(C) 6000/ Recommendations (28), dated 27-10-1956*].

(a) Please state if the suggestion regarding enlarging of category of items of Cottage Industries has been finally examined, and, if so, the revised reply may be furnished.

(b) Please state if the Government have since taken decision on the question of giving assistance to the Cottage and Small Scale Industries ; if so, revised comments may please be offered.

(L.S.S. O.M. No. 102-E C-II, 56, dated 7-7-1958)

(a) & (b). A meeting was held between the representatives of the National Small Industries Corporation and the Railway Board on 7-3-1958 and it has been decided that :

(i) The Regional Liaison Officer of the Corporation will furnish to the Controllers of Stores of Indian Rlys. in their respective areas lists of small units recognised by the Corporation for the automatic registration as approved suppliers with the Rlys.

(ii) 16 items given in Annexure 'A' have been entirely reserved for purchase from Small Scale Units, recognised by the Corporation.

(iii) Railways will invite tenders from both the large as well as small scale units for all items falling under their direct purchase powers. At the time of deciding the tender the price preference up to a maximum of 15% will be allowed to offers received from the Small Scale Units over the large industries.

(iv) No security deposit should be demanded from the recognised small scale units

either for enlistment as approved suppliers or for any award of contracts against their quotations.

(v) Weekly Stores Bulletins of the Railways. Tender Sets and specifications other than the priced ones such as I.S.I. and I.R.S. should be supplied free of charge to the Small Scale Units, through the National Small Industries Corporation.

Instructions to Railways are expected to be issued shortly.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/28th Report, Pt. I, dated 21-8-1958.*]

21 The Committee consider that for purchase from the small scale industries, the Director General of Supplies and Disposals would not function as effectively as the Railways, because the Railways have their Divisional/District organisations throughout the country; the D.G.S. & D. has got his offices only at New Delhi, Calcutta, Bombay and Madras. The Committee recommend that the Railways should give as much encouragement as possible to the cottage and small scale industries. Certain items of stores will have to be exclusively reserved for purchase from such industries in consultation with the Small Scale Industries Board and the D.G.S.&D. The Committee recommend that brief particulars of items

17 The extent of reservation of items to be purchased from the small scale industries and of price preference to be accorded in their favour is under the active consideration of the Ministry of Commerce and Industry. Railways will take necessary action according to Government's decisions on these matters.

Some railway stores are at present being purchased from cottage and small scale industries. The value of such purchases will be included in the annual report of the Railways.

[*Ministry of Rlys. O.M. No. 56-B (c)-6000/Recommendations (28), dated 10-10-1956.*]

purchased from the cottage and small scale industries and the value paid should be included in the annual reports of the Railway Board.

- 22 The Committee are glad to note the encouragement that is being given to Khadi by the Railway Ministry and hope that the use of Khadi will be progressively increased in future. The Committee recommend that the details of the purchase of Khadi (quantity and value) should be regularly included in the Annual Reports of the Railway Board.
- 23 The Committee would like the purchasing organisations of the Railways to keep the recommendation of the Stores Purchase Committee about giving price preference to indigenous products constantly in view. Any complaints about non-compliance of the recommendation should be promptly and properly investigated by the higher authorities.
- 24 It was represented to the Committee that indigenous products like Paints and Ply belting were not encouraged on the ground that they did not come upto the standard. The Committee suggest
- 53 Necessary action has already been taken. The information will be included in the Board's annual report in future.
[Ministry of Rlys. O.M. No. 56-B (c)-6000/Recommendations (28), dated 27-10-1956.]
- 54-55 Noted. Necessary instructions regarding Price Preference to the indigenous products as recommended by the Stores Purchase Committee have already been issued to the Railways and the Estimates Committee's observations have also been brought to their notice.
[Ministry of Rlys. O.M. No. 56-B (c)-6000/Recommendations (28), dated 27-10-1956].
- 56 The demand for both paints and ply belting is at present being met from indigenous sources. Sufficient capacity exists in the country both in respect of paints and ply

that even though Indian Paints lasted one year instead of for a longer period for which the foreign paints lasted and even if it was necessary to give more coating, Indian paints should be preferred because the money spent would remain within the country. Similarly, in the case of ply belting the Committee suggest that the railways should ensure that the indigenous factories do not have to close down for want of orders. Standards of quality can be determined in consultation with the Indian Standards Institution. The quality of the indigenous material receiving such encouragement is bound to improve in course of time.

belting to cater for Railways demands. The quality of some supplies of paint was found to be unsatisfactory and the purchases have thus to be restricted to indigenous firms whose paints are up to the required standard and specifications. This, however, would no result in the purchase of imported paints.

[*Ministry of Rlys. O.M. No. 56-B (c)-6000/ Recommendations (28), dated 10-10-1956.*]

25

The Committee are glad to learn that a section is being set up in the Railway Equipment Directorate with the object of giving encouragement to the indigenous products, with due regard to the technical limitations consistent with the requirements of safety. The Committee hope that the proposed section will be set up without any loss of time.

57

A nucleus development cell has been already set up and action has already been initiated for its expansion to undertake the development of specialised imported Railway Stores.

[*Ministry of Rlys. O.M. No. 56-B (c)-6000/ Recommendations (28), dated 27-10-1956.*]

26

The Committee understand that in response to the Press Note dated 16-4-55, issued by the Railway Board, only a few firms have so far approached the Ministry of Railways for information regarding new products which might be of particular use to the Railways. The Committee suggest that a fresh Press Notice should be issued and, if necessary, be supplemented by advertisements in the leading newspapers in all languages of the

A fresh Press Note as suggested has been issued on 4-9-56.

[*Ministry of Rlys. O.M. No. 56-B (c)-6000/ Recommendations (28), dated 10-10-1956.*]

country reiterating the needs of the Railways and their Plans to give impetus to the existing and prospective manufacturers for production of the requisite Railways Equipment within the country.

27 The Committee hope that energetic steps will be taken to overcome the difficulties experienced in arranging local purchase of stores by the various Railway Administrations.

60 The Committee's observation has been noted. It has been brought to the notice of Railways.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendations (28), dated 10-10-1956.]

29 The Committee are surprised to note that the codal rule stipulating that the security deposit should be taken from Ward Keepers has not been enforced and suggest that the security deposit be obtained from each and every Ward Keeper in all the Railways. The Railway Board should ensure that the security deposit has been taken in all the cases by a target date. The Committee also wish to reiterate the recommendation made by the Railway Corruption Enquiry Committee, that there should be independent 'Spot' checks on all branches of Stores Department of the Railways by Statutory audit.

69 This recommendation corresponds to the recommendations No. 159 and 152 of the Railway Corruption Enquiry Committee's report which have been accepted and on which necessary action taken.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendations (28), dated 10-10-1956.]

The Committee note that the work of posting and reconciliation of price ledgers with numerical cards is in arrears on the Eastern, the North Eastern and the Southern Railways. The Committee see no reasons why there should be any arrears in the posting and reconciliation work, even though the staff employed in the ledger section is sufficiently large. Non-posting and reconciliation of price ledgers with numerical cards is fraught with the risk of embezzlement. The Committee recommend that the causes which led to the arrears in the Eastern, the North Eastern and the Southern Railways should be thoroughly investigated and steps taken to avoid recurrence of similar arrears in future. The work now in arrears should also be brought upto date by a target date which should be fixed by the Railway Ministry.

(Further information called for by the Committee).

(i) Whether any investigation has been made into the causes of arrears; if so, the results thereof;

(ii) Steps taken to avoid recurrence of similar arrears;

Noted.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/
Recommendations (28), dated 3-6-1957.]

As per the extant orders, the Railways are required to investigate the causes of all important items of arrears and report the same to the Railway Board through the half yearly arrear reports. The arrears in question were the result of (a) heavy absenteeism of staff and (b) late receipt of vouchers from the Stores Depots.

The position of arrears is examined from month to month by the Railways and periodically (i.e., important items quarterly and others half

yearly) by the Railway Board. The position in this regard is also examined on the spot periodically by Railway Board's Inspection Party. In case any arrears arise, the adequacy of the steps taken to overcome the same is particularly examined to ensure that the arrears are cleared as quickly as possible.

(iii) Whether the past arrears have been overtaken; and whether target dates have been fixed for the purpose.

(L. S. O.M. No. 102-E.C. II/56, dated 7-7-1958)

The past arrears have been overtaken except for the reconciliation of about 2,000 Price Ledgers with Numerical Ledgers of the ex-Calcutta Offices of the ex-N.E. Railway which work has been transferred to the N.E.F. Railway. Some fresh arrears have cropped up on N.E.F. Railway which has been formed recently as a result of bifurcation of the N.E. Railway. Target dates have been fixed for the clearance of the fresh arrears.

[Ministry of Rylys. O.M. No. 56-B(c)-6000/28th Report/Pt. 1, dated 21-8-1958.]

33 91-92 The Committee suggest that each Railway should make a proper survey of their permanent requirements of the Stores Depots and take steps to build them at properly selected places, providing for suitable stacking of material, free from chances of wastage, deterioration or pilferage. The Committee also suggest that the following observations of the Railway Stores Enquiry Com-

Railways have already been instructed regarding the establishment of new construction depots and extensions to the existing maintenance depots for stacking materials required during the Second Five Year Plan. Plans have been finalised by the Railways and the work is in progress.

mittee (1950-51) on the subject should be borne in mind while building new depots for collecting stores during the Second Five Year Plan.

“Ordinary standards of neat house-keeping which would be expected in a normal stores depot are not being observed.”

In order to avoid the possibility of any of the works being held up during the Second Five Year Plan, the Railways will have to build up reserves of stores required in connection with the heavy programme of works during the Second Plan and this will inevitably lead to increase in Stores balances. All the same, the Committee would like the Railway Ministry to keep a very careful watch over the figures of stores balances and ensure that they do not mount up disproportionately. Though the Committee do not want to fix any rigid limit, they are generally in agreement with the Indian Railway Enquiry Committee (1947) who had suggested that the Railways should “have in hand at any time not more than nine months’ requirements in the case of goods available in the Indian Market and not more than 18 months’ requirements in the case of stores imported direct”.

The Committee are glad to note that the Railways have succeeded in bringing down the surplus stores from Rs. 10.19 crores on 31-3-1951 to Rs. 3.59 crores on 31-3-1955. The Committee hope that the position would not be allowed to deteriorate during the Second Five Year Plan.

This recommendation has also been brought to the notice of the Railways.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/
Recommendations (28), dated 10-10-1956.]

The observation is noted and is being brought to the notice of the Railways.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/
Recommendations (28), dated 27-10-1956.]

The observation is noted.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/
Recommendations (28), dated 27-10-1956.]

37 The Committee notice that the Railways had accumulated upto the 31st March, 1955 scrap materials worth over Rs. 220 lakhs. The Committee suggest that the reasons for such heavy accumulation of scrap material should be properly investigated and suitable steps taken (i) to arrange for its expeditious disposal and (ii) to ensure that such heavy accumulation do not occur in future.

The Committee's recommendations have been noted and necessary instructions have been issued to the Railways.
[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendations (28), dated 8-2-1957.]

Further information called for by the Committee.

The closing balances of scrap on 31-3-1956 and 31-3-1957 were 244.768 and 270.707 lakhs respectively. Reasons for the increase may please be furnished.

The apparent increase in the value of scrap balances is due to :

- (a) a revision of prices of controlled category of scrap in accordance with the revised price list issued by the Iron & Steel Controller during September, 1956;
- (b) the revision of Book rates of non-ferrous scrap due to increase in sale values of this category of scrap;
- (c) Railways continue to conserve cast iron scrap, rails, boiler tubes etc. and non-ferrous scrap as usual;
- (d) due to shortage of steel and non-ferrous metals, special efforts are being made to

utilise more and more of scrap for Railways' own use.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/28th Report/Pt., I, dated 21-8-1958.*]

39 112 The Committee notice that the average hours of work per week in the Printing Presses vary from Railway to Railway. The Committee suggest that the reasons for the variation should be examined by the Railway Ministry and a standard fixed which should apply to all the Railways.

40 113 The Committee observe that in the Central, the Western, the Southern and the Northern Railways, the number of Railway Time-Tables unsold has been steadily increasing. The loss in printing a larger number of Time-Tables than are needed would be of the order of Rs. 50,000/- per annum. The Committee suggest that the reasons for the needless printing of a large number of copies involving wastage should be carefully examined by the Railway Ministry and steps taken to avoid such losses in future.

42 119-120 The Committee understand that the Railways are taking steps to replace old and obsolete machines by new and improved types of machines. Additional machines and buildings are also being arranged where considered necessary. The

An officer of the status of a joint Director has been posted to undertake the reorganisation of the Printing Presses and he has been asked to keep this suggestion in view.

[*Ministry of Railways O.M. No. 56-B(c)-6000/Recommendations (28) dated 27-10-1956.*]

The recommendation has been accepted and is being implemented.

[*Ministry of Railways O.M. No. 56-B(c)-6000/Recommendations (28), dated 19-1-1957.*]

An officer of the status of a Joint Director has been posted to undertake the reorganisation of the printing presses and his attention has been drawn to the Committee's suggestion.

Committee suggest that the Railway Ministry should lose no time in reviewing the whole position and take all possible steps to attain self-sufficiency in the matter of printing within the minimum possible time. In this connection, the Committee understand that although no specific sum had been earmarked for the expansion of Railway Printing Presses during the Second Five Year Plan, the Railways were making a provision of Rs. 1 crore under the Plant and Machinery Programme to attain self-sufficiency.

[Ministry of Railways O.M. No. 56-B(c)-6000/
Recommendations (28), dated 27-10-1956.]

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121

The Committee suggest that the rates charged by the private presses for jobs undertaken by them for the various Railways should be compared with the figures of cost of similar jobs executed departmentally in Railway presses and also the corresponding rates in other Government presses for the financial years 1953-54 and 1954-55. Thereafter, the Railway Ministry should standardise rates for printing after consulting the All-India Printers' Conference and Exhibition, if necessary.

An Officer of the status of a Joint Director has been posted to undertake the reorganisation of the Printing Presses and this suggestion will be examined by him.

[Ministry of Railways O.M. No. 56-B(c)-6000/
Recommendations (28), dated 27-10-1956.]

44(a)

124

The Committee suggest that the Time-Tables should be made available at all stations where the mail and express trains stop and at all junction stations. If there are no book-stalls at any of

The recommendation has been accepted and forwarded to Railway Administrations for implementation.

these stations, the Time Tables should be made available at the booking offices and suitable notice boards should be put up: "Time-tables are available for sale here".

44(b)

125

The Committee suggest that the All-India Time-Table should be given the widest publicity and steps taken to push its sales. Proper measures should be taken to ensure that the same is available for sale at all the Railway Book-stalls.

[*Ministry of Railways O.M. No. 56-B(c)-6000/Recommendations (28), dated 19-1-1957*].

The recommendation of the Estimates Committee is in keeping with the objective of the Railway Board and has been forwarded to Railway Administrations for their guidance also drawing their attention to the standing instructions on this subject.

[*Ministry of Railways O.M. No. 56-B(c)-6000/Recommendations (28), dated 19-1-1957*].

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131

The Committee recommend that the viewpoint of the Railways that the price of imported cement should be equalised as in the case of steel deserves special consideration as all the extra cost should not be placed entirely upon the Railways. The Committee consider it rather disquieting that cement should be imported from abroad. Probably, the Railway transport system stands in the way of issuing fresh licences to prospective producers of cement even though there is plenty of raw material available. Lest the import of cement should become a recurring feature, the Committee recommend that the requirements of the Railways for cement should be met first to enable them to step up their capacity to carry the raw materials required for the manufacture of cement within the country,

The price of cement has been equalised at Rs. 102/8/- per ton with effect from 1-7-1956. The other portions of the recommendation are being forwarded to the Ministry of Commerce and Industry for necessary action.

[*Ministry of Railways O.M. No. 56-B(c)-6000/Recommendations (28), dated 10-10-1957*].

Otherwise, it will be creating a vicious circle, the country not being in a position to have more cement factories just because the Railways are not in a position to carry the raw materials and the Railways not being in a position to carry the traffic offered just because cement is not supplied to them in adequate quantities so as to enable them to complete their works expeditiously.

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141

The Committee consider that delays in payment deter the suppliers from coming forward to supply articles to Government and even when they do come forward, they charge very high prices. The Committee are glad to observe that the Ministry of Works, Housing and Supply have accepted the recommendation of the Stores Purchase Committee that the payment of the final bills of the suppliers should be ensured within 90 days from the date of despatch of stores. The Committee recommend that the maximum time limit should be fixed by the Railways also in respect of payment relating to the purchases made departmentally by them. The Railway Board should also call for half-yearly statements from individual Railways showing the cases of supplies for which payment have not been made for over 3 months together with the reason thereof with a view to analysing

The recommendation is accepted in principle; in fact, instructions had been issued even previously to railways to deal expeditiously with the bills for supplies of stores. The attention of the railways will again be drawn to the present recommendation emphasising the importance of the matter.

The Railways are being instructed to the effect that the Board should be furnished, through a half-yearly report, which could be appended to the half-yearly arrear reports sent by Railways accounts offices to the Board, statistics of the number and percentage of bills in respect of which payments have not been made within 3 months from the date of supply of material to enable the Board to appreciate the progress in the disposal of bills and for taking action where called for.

[*Ministry of Railways O.M. No. 56-B(c)-6000/ Recommendations (28), dated 8-7-1957.*]

Noted.—It has been decided that the Track Supply Organisation should come under the Controller of Stores. This will be implemented the Railways gradually.

[*Ministry of Railways O.M. No. 56-B(c)-6000/ Recommendations (28), dated 17-4-1957.*]

the causes and taking remedial steps for the delay in payment.

While the Committee are assured that there is nothing against the dual control by the Chief Engineer and the Controller of Stores over "Track" on Stores and sleepers, the Committee are not happy over the existing arrangements. In the interests of efficiency the Committee consider it desirable that there should be uniformity of procedure on all the Railways, whatever might have been the position in the past, when the Railways were under different managements.

The Committee suggest that the quality of stationery supplied to the Railway Staff should be improved and that the use of hand-made stationery should be introduced on Indian Railways.

Railway requirements of stationery items are generally arranged through the Deputy Controller of Stationery and Printing, Calcutta, who is under the Ministry of Works, Housing and Supply. The recommendation is being brought to the notice of that Ministry for necessary action.

[*Ministry of Railways O.M. No. 56-B(c)-6000/ Recommendations (28), dated 27-10-1956.*]

Reply of the Ministry of Works, Housing and Supply.

The annual requirements of stationery stores to meet the demands of all indentors obtaining supplies through the agency of the Government of India Stationery Office, Calcutta,

are purchased by inviting open tenders. The tenders are decided on a competitive basis after taking into account various factors *vis-à-vis*, rate, capacity of the tenders and test report on the samples about their suitability as compared with the specifications laid down by the Stationery Office in the call for tenders, etc.

Before acceptance of supplies, stores are duly inspected by the Inspection Wing of the Stationery Office, on the basis of the approved samples and the specifications as laid down in the tenders. Supplies which are found, on inspection, to be sub-standard or not up to the approved samples, are generally rejected but in a few cases the Stationery Office accepts them at a reasonable discount on the merits of each case.

It will thus be noted that both the quality and price factors are duly taken into account by the Stationery Office while making purchases of stationery and printing stores for the public service.

As regards the Committee's suggestion to introduce hand-made stationery, the present

policy of the Government is to encourage or patronize Cottage and Small Scale Industries, accordingly, hand-made products of various stationery stores, (*viz.*, handmade paper, wooden stationery, tags, call bells, envelopes, blank books etc) are already being purchased by the Government of India Stationery Office, Calcutta, for supply to the indentors including Railways, and this policy will continue to be followed by the S. & P. Department, as far as practicable.

Both the quality and price factors are duly taken into account by the Stationery Office while placing orders for the supply of stationery stores to the various indenting Departments including Railways.

The supplies made by the firms against orders are inspected by fully qualified staff of the Stationery Department on the basis of approved samples and specifications laid down by that Department, before the supplies are actually released to the indentors. It will thus, be noticed that, consistent with economy, only stores conforming to approved standards are supplied through the Stationery Office to the various indentors including the Railways.

[Ministry of W.H.S. Dy. No. S. & P. 14(2) 58
dated 29-7-1958].

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54 149-150

The Committee suggest that the existing foundry capacity of Ferrous (Cast-Iron) and non-ferrous metals should gradually be developed on all Indian Railways on a reasonably uniform basis.

Necessary steps are being taken to develop foundry capacity in respect of Ferrous (Cast Iron) and non-ferrous metals, on Railways.
[Ministry of Railways O. M. No. 56-B/(c)-6000/ Recommendations (28), dated 10-10-1956].

CHAPTER III

Replies of Government that have been accepted by the Committee

(Sl. No. as in Appendix VII to the 28th Report)	Reference to Paragraph No. of the Report	Summary of Recommendations/Conclusions	Government's reply
1	2	3	4
5	14	<p>The Committee recommend that the Railway Equipment show rooms should not be closed down on any account and suggest that the show rooms should be taken over by the Central Purchase Organisation within a specified time and should be gradually expanded to exhibit all the requirements of the Government in various departments. There should be a guide book giving a brief description of the important articles exhibited in the show rooms, which should be made available to the visitors and to industrialists and general public at a nominal cost.</p>	<p>The question of the retention of Railway Equipment Show Rooms until permanent Show Rooms are set up by the Ministry of Works, Housing and Supply is under consideration. The life of the Railway Show Rooms has, for the time being, been extended upto 30th September, 1956. Guide books containing a brief description of articles exhibited in the Show Rooms have been printed and are available to the visitors at the Show Rooms, generally free of cost.</p>

It is understood that Ministry of Works, Housing and Supply have already taken preliminary steps for setting up of permanent Show Rooms. The position will be watched.

[*Ministry of Rlys. O.M. 56-B-60 (c) 6000*]
Recommendations (28), dated 10-10-1956.]

Reply of the Ministry of Works, Housing and Supply :

It would not be possible at this stage for the D.G.S. & D., to take over the Railway Equipment Show Room at all centres. This Ministry are, however, actively pursuing the question of starting a permanent exhibition centre at Delhi in accordance with the Stores purchase Committee's recommendations. This is being co-ordinated by the Ministry of Heavy Industries, Development Wing with the Central Public Works Department and it is intended to utilise the octagonal hall in the Exhibition Ground for this purpose. Interested parties have already been addressed to inform this Ministry about the type of stores they would display and the space they would require in floor area for this purpose.

(Further information called for by the Committee)

[Ministry of W. H. & S. O.M. No. B-5(10)/56, dated 20-2-1957].

Revised comments indicating the latest position about the establishment of permanent show rooms may please be offered.

(L.S.S. O.M. No. 102-E.C.-II/56, dated 7-7-1958).

Arrangements for the permanent exhibition at New Delhi have been finalised by the Ministry of Commerce and Industry, and the Railway Ministry have been allotted a floor space of 2300 Sq. Ft. for the display of Railway Stores. Necessary instructions have been issued to Northern Railway to participate in the above exhibition on behalf of this Ministry.

[Ministry of Rlys. O.M. No. 56-B-(C)-6000/ 28th Report/pt. I, dated 21-8-1958].

8

34 The Committee consider it rather unfortunate that as many as 111 indents should be in arrears over two years old on the 31st March, 1955 and hope that with the implementation of the recommendations contained in the report of the Stores Purchase Committee, there will not be any such large scale delays on the part of the D.G.S. & D. As far as the Railways are concerned, the Committee suggest that apart from the discussions held between the Purchase officers of the D.G.S. & D. and the Controllers of Stores, the Liaison officer of the Railways attached to the Central Purchase Organisation should do his best by close co-ordination and constant chasing to ensure that such heavy delays do not occur in future. The Indian Railway Enquiry Committee (1947)

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The Committee's recommendation in respect of close co-ordination and constant chasing by the Railway Liaison Officer to avoid heavy delays in the coverage and supply against railways' indents is accepted.

In view of the fact that regular day-to-day liaison through the Railway Liaison Officer already exists between the D.G.S. & D. and the railways, and the supply position in general and of important items in particular is now being constantly watched and discussions held at high level meetings between the Board and the D.G.S. & D., the Board feel that the half yearly meetings as at present held between the D.G.S. & D. and Controllers of Stores on

had suggested that joint meetings of the Controllers of stores and the Ministry of Industry and Supply (now the Ministry of Works, Housing and Supply) should be held quarterly.

the railways should be quite adequate for achieving the purpose in view and that the frequency of these meetings need not be increased.

[*Ministry of Rlys. O.M. No. 56-B-(C) 6000/Recommendations (28) dated 10-10-1956*].

Reply of the Ministry of W. H. & S.

The Committee understand that actually the meetings are held at half yearly intervals. The Committee suggest that the meetings should be held at quarterly intervals, when non compliance of indents for over three months should be discussed and steps taken to reduce delays.

This Ministry is also of the same view as expressed above by the Ministry of Railways.

[*Ministry of W. H. & S. O. M. No. B-5 (10)/56, dated 12th April, 1957*].

13

40

The Committee suggest that the Railway Board may bring out a hand book containing the drawings and specifications of items of equipment they require so as to make it readily available and useful to the manufacturers. This will obviate the frequent preparation of copies of drawings and specifications which throws additional burden on the Central Standards Office.

Railways have no doubt been experiencing difficulties with regard to supply of drawings and detailed specifications for—

(a) items of proprietary nature;

(b) very old type of locomotive component parts for which drawings are not readily available.

2. The position has since improved with the opening of Show Rooms at important centres (Calcutta, Bombay, Madras and Delhi) displaying all items of railway equipment in

short supply—indigenous and imported. In these Show Rooms drawings and specifications have also been made available for the use of manufacturers. As a result of this, past difficulties with regard to the railways not readily supplying drawings and specifications and other relevant information have now become considerably less. Instructions have been issued to railways to ensure supply of drawings and specifications as required by manufacturers without delays, and the recent recommendation of the Railway Equipment Committee that Railways should furnish within a fortnight, drawings and specifications to prospective manufacturers, is being implemented.

3. Preparation of a hand book as suggested by the Estimates Committee will involve a colossal task and will present considerable difficulties. Apart from this, such a book will be of very little use as individual manufacturers would be concerned only with a few items. At times, because of difficulties in obtaining the right quality of raw materials alternative specifications are issued and drawings corrected accordingly. So the present procedure of supplying drawings and specifications to manufacturers is a more practical solution and should be effective.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/
Recommendations (28), dated 19-1-1957.*]

20 The Committee also recommend that the schedule of powers laid down for authorising local purchases should be reviewed and decentralised to a greater extent. Periodical combined inspections by the Stores and Accounts Inspectors should be prescribed with a view to ensure that the decentralised powers are correctly used. The Committee would even suggest that limited powers may be delegated to the Station Masters, Locomotives and Train-examiners for making local purchases of small items of daily use, upto a specified limit.

Direct purchase powers of Controllers of Stores and Depot Officers have recently been enhanced and it is expected that in view of this, supply position to the indentors such as Station Masters, a loco foreman, train examiners etc. will improve to a considerable extent.

The result of the enhancement of these powers will be watched and, if considered necessary the question of further decentralisation will be considered.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), 10-10-1956*].

28 The Committee observe in particular that the policy regarding payment of sales tax in the case of inter-state transactions to the suppliers of stores is under formulation in consultation with the Attorney General of India and the Ministry of Law. The Committee recommend that in order to avoid any possible misapprehensions regarding the payment of sales tax, the recommendation made by the Stores Purchase Committee that quotations should automatically be of an "all inclusive" basis (that is inclusive of sales tax and other local taxes), should be implemented by the railways also.

The Ministry of W.H. & S. who were addressed in the matter inquiring whether Stores Purchase Committee's recommendation referred to above has been accepted by the Government, have advised that the recommendation is still under consideration.

Necessary, action on the Estimates Committee's recommendation will be taken only after a final decision is taken by the Government on the Stores Purchase Committee's recommendation.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 22-7-1956*].

The Government of India in the Ministry of Works, Housing and Supply have accepted the recommendation of the Stores Purchase Committee. Accordingly, the Railway Board have issued necessary instructions to the Railways that quotations should be invited on an all inclusive basis, i.e. inclusive of sales tax and other local taxes, except in the case of large purchases from non-competitive sources, where the existing practice of a concluding contracts exclusive of sales tax (sales tax being paid separately) may continue.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendations (28), dated 11/12-12-1957.*]

The Committee note that the stock verification work is in arrears in the North-Eastern and the Northern Railways and suggest that the arrears should be cleared immediately. The Committee observe that the North-Eastern Railway is not only in arrears in respect of posting and reconciliation of price ledgers but also in respect of stock verification. A special investigation appears necessary with a view to ascertaining the circumstances in which the arrears have accumulated and to fix responsibility on the staff concerned.

Stock verification work on Railways (and particularly on the N.E. and Northern Railways) had gone into arrears because the general increase in work could not be handled adequately for want of sufficient qualified staff for the purpose. Under the rules Junior Clerks (on Rs. 60—130) are required to qualify by passing a departmental examination (App. IIA Exam.) before they can be put out for outdoor work as Stock Verifiers and they have to pass a further Examination (App. XVII-A) before they can be confirmed as Stock Verifiers. As the same examination is sufficient also to qualify for promotion as 'Upper Division Clerks' whose scale of pay is also the same as the lowest grade Stock Verifiers' scale viz. Rs. 80—220, staff were not

forthcoming to fill all the posts of Stock Verifiers. With the recent allotment to Stock Verifiers of one of the higher prescribed scale viz. Rs. 160—250 (into which grade the posts higher to on scales Rs. 80—220 and Rs. 150—225 have been brought), a solution to the main difficulty has been found and the arrears on the Northern Railway have already been overtaken.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendations (28), dated 3-6-1957*].

32 The Committee understand that disputes on inspection have arisen in some cases as the material inspected by the Inspection Wing of the Director General of Supplies and Disposals was found unsuitable by the Railways on further inspection. The Committee suggest that the reasons for the large number of defective inspections by the inspection wing of the Central Purchase Organisation should be discussed at a high level meeting between the Railway Ministry and the Ministry of Works, Housing and Supply and steps taken to avoid similar lapses on the part of the inspection wing of the Central Purchase Organisation in future.

89-90 It has been ascertained from figures collected from the railways that the percentage of rejected stores to the total purchases made through the D.G. S. & D. during the particular year in the past worked out to about 0.1 %.

The Ministry of W., H. & S. who were referred to in the matter have also advised that, in their opinion, the number of cases of rejection is not very great, considering the volume of orders placed. They further felt that such eventualities cannot be entirely eliminated and it should be enough if the rejections do not exceed 1.0 % of the volume of total purchases. In view of this, as also the fact

of issues and receipts are prepared for review by Heads of departments concerned. All recoupments of stores valued above Rs. 2000/- in each case are scrutinised by the Finance and Accounts department in relation to past consumption and existing stocks. The recommendation of the Estimates Committee on the need to keep down the stores balances to the minimum possible level is also being forwarded to the railways for information and necessary action.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 10-10-1956*]

41 114-115 The Committee recommend that the Time-tables, should be printed and sold on a 'no profit no loss' basis. A light reduction in cost may possibly reduce the number of unsold copies which are to be scrapped. Revenue from advertisements should be balancing factor and steps should be taken to augment this revenue.

This recommendation is under examination in consultation with the Railway Administrations.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 19-1-1957*].

Time-tables are printed and sold on railways as a passenger amenity and experience has shown that it would be difficult to sell them on a 'no profit no loss' basis without a steep increase in price which is bound to be unpopular with the travelling public. The

necessary increase in price is also likely to substantially reduce the circulation which is not desirable.

Certain measures, are, however, being taken to reduce the losses.

As for the suggestion that the price of Time-tables be reduced with a view to stimulate their sale, any reduction in price to so stimulate the sales will have to be substantial, and also even if all the copies are sold the loss will not be wiped out as the approximate cost of production per time-table and guide is Re. 1/- and the selling price is only Re. -/6/-.

The recommendation that steps should be taken to augment the revenue from advertisements has been accepted and is being implemented.

[Ministry of Rlys. O.M. No. 56-B(C)-6000/
Recommendations 28, dated 11/12-12-1957].

The Committee consider that information on the specification of each and every type of equipment in use all over the railways in India should be in possession of the Central Standards Office (Railway Board). Alternative sources should be tried to get specifications, if a particular firm is not agreeable to divulge the same. The Railway Ministry should also consider the desirability of placing their orders for such equipment with

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different firms from different countries as a measure of encouraging competition.

In the background of para 128 it is presumed that specifications relating to proprietary items should be kept with Central Standards Office for Railways. In regard to proprietary items, the matter of validity of Patent Rights in this country is being examined by the Central Standards Office and their manufacture in the country will be actively pursued depending on the volume of the demand.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendations (28), dated 10-10-1956*].

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The Committee suggest that the Accounts Officers should point out to bill-submitting officers every case in which bills of contractors or firms or municipalities etc. for work done or supplies made are detained in the bill-submitting offices for over a week. The FA & CAO should also submit a monthly statement of delayed submission of bills to the General Manager. In respect of bills which had not been submitted for more than a month, explanation should be called for in every case of delay from the officials at fault and suitable disciplinary action taken against them.

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The recommendation is accepted in principle. As the preparation every week, of statements of outstanding bills and their submission to the executive offices will not be quite practicable or advantageous for making investigations regarding the cause of delays and will involve work not commensurate in quantum with the benefits that will accrue, the Accounts Offices will be instructed to prepare monthly statements of bills delayed for over a month, for submission, both to the bill passing officers and to the G.M., so that suitable action may be taken for fixing responsibility for bad or repeated causes of

delay and to initiate remedial action for preventing such delays in the future.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendation (28), dated 8-7-1957*].

The Committee note with satisfaction that the Recommendation of the Stores Purchase Committee that the D.G.S. & D. should pick out experienced and suitable officers from indenting Ministries with a view to solving the problems of supply, has been accepted, and that a few Rly. officers have already been posted to the D.G.S. & D. The Committee suggest that the feasibility of obtaining competent men on loan from the State Governments and also the All India Khadi and Village Industries Board should be examined by the Ministry of W.H. and S. as also the Railway Ministry. In fact, the possibility of obtaining men experienced in stores purchase from leading manufacturing establishments and other nationalised undertakings for short periods, may be considered with advantage. Likewise, Stores officers of the Railways might be deputed to serve in the important manufacturing and commercial establishments for short periods. Such interchange of personnel will bring the Railways and the leading manufacturing establishments in close contact with one another and enable each to appreciate the needs and difficulties of the others.

It is felt that no particular advantage will accrue to either side by obtaining men on loan from State Government, All-India Khadi and Village Industries Board, and/or leading establishments as the majority of the railway items are peculiar to the Railways and of which these officers would ordinarily have no background ; nor is the knowledge of railway materials acquired by those officers likely to be of any practical utility to them when they return to their respective departments.

Moreover obtaining men for short period from leading establishments is not likely to be conducive to efficient working. Besides, it would be difficult to hold these non-government officers subsequently responsible for any of their actions in the discharge of their duties when associated with Railways.

As regards the Committee's suggestion that Stores Purchase Officers of the Railways may be deputed to serve in the important Commercial establishments for short period, there is already a heavy shortage of Railway Officers to take charge of large scale expansion Plans under

the Second Five Year Plan. In fact, some Stores officers have been recently recruited from the open market and Railways might need some more in the near future to cope with the increasing tempo of the Plan. It is therefore not considered possible to spare Stores officers from the Railways on deputation to serve in important commercial establishments for short periods at this stage.

[*Ministry of Railways O.M. No. 56-B(C)—6,000/ Recommendations (28), dated 19-1-1957.*]

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Reply of the Ministry of W.H. & S.

The possibility of obtaining officers on deputation to be attached to the Directorate General of Supplies & Disposals from the following sources :—

- (i) States,
- (ii) Leading manufacturing establishments,
- (iii) Nationalised undertakings, and
- (iv) All India Khadi and Village Industries Board,

has been considered and the position is as indicated below :

(1) *Employment of officers from State Governments.*

In May 1955, 17 part 'A' & 'B' states were addressed in the matter and requested to furnish names of suitable officers whom they were in a position to spare for appointment as Assistant Directors and Deputy Directors in the Directorate General of Supplies & Disposals. Most of the States replied that they were unable to spare any officers with the requisite qualifications as their services were required within the States. Some states, however, forwarded the confidential dossiers of a few officers. Scrutiny of these confidential dossiers indicated that those officers could not be considered suitable for appointment in the D.G. S. & D. Efforts to secure officers on deputation from States from time to time continue to be made, as a result of which one such officer has recently been appointed in the D.G.S. & D.

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(2) *Leading manufacturing Establishments :*

It is considered that recruitment of officers from manufacturing establishments on temporary deputation may not be conducive to efficiency, particularly as the system of purchase by Government where expenditure of public money is involved, differs substantially from the practice in commercial organisations. The value of recruitment of officers from commercial

or manufacturing establishments on temporary deputation would be lost as by the time they got familiar with the methods of purchase followed in the Government organisation their period of deputation would be over.

This matter was also examined by the Stores Purchase Committee whose recommendations have been accepted by Government. Government are anxious to make use of the knowledge and experience gained in commercial firms and manufacturing establishments. Accordingly, while recruiting personnel through the Union Public Service Commission it is now stipulated that the applicants with suitable experience in commercial firms and industrial establishments of 3 years in the case of Assistant Directors and 5 years in the case of Deputy Directors would ordinarily be preferred.

It is also proposed to carry out recruitment through competitive examination by the UPSC. at the level of Assistant Director of Purchase and Inspection. Such candidates when appointed will be required to undergo a probation for two years during which they will be given training in commercial houses, industrial establishments, testing laboratories, indentors'

depots and in the central purchase organisation, so that ultimately these officers, if found suitable, prove competent as purchase and inspection officers.

(3) *Employment of officers from National Undertakings.*

The Ministry of Production who control the majority of national undertakings have commented as follows :—

“The recommendations made by the Estimates Committee in para 144 of the 28th Report on the Ministry of Railways, has been considered in consultation with the Industrial undertakings, which are under the administrative control of this Ministry. While the consensus of opinion is that the suggestion is good one and should be implemented, there are obvious practical limitations and difficulties owing to the paucity of such personnel in the Undertakings themselves.

In the above circumstances, it is felt that it is not possible to give on loan any officer to the Directorate General of Supplies & Disposals at this stage when a number of undertakings with which this Ministry is concerned are still in preliminary stages and experienced purchase officers are required by them”.

In the circumstances it is proposed to keep the recommendations in mind and the Ministry of production will be approached again, when the position regarding personnel in the industrial Undertakings under them improves. Today the position is that these nationalized undertakings are so short of experienced personnel that they have approached this Ministry for deputing purchase officers to their organisations to look after their purchases. This Ministry have, despite the shortage of technical personnel within the D.G.S. & D., released two senior officers to these undertakings in view of their importance to the country's economy. Nevertheless, officers have been posted on deputation from M/s. Hindustan Aircraft Limited to the D.G.I.S.D. in connection with the purchases that will now have to be undertaken for the new projects of this undertaking.

(4) *All India Khadi and Village Industries Board.*
The reasons mentioned in regard to recruitment from leading manufacturing establishments would also apply in this case. It is, however, likely that personnel working in leading manufacturing establishments and commercial firms as also in the All India Khadi & Village Board

will apply for the posts within the D.G.S. & D. as and when they are advertised. Such applications will be considered on merits and due weight given to the experience possessed by such applicants, particularly where such experience would prove valuable to the D.G. S. & D.

To ensure that officers working within the D.G. S. & D. are of suitable calibre and have the necessary background and experience, arrangements to implement the different recommendations of the S.P.C. in regard to refresher courses for officers already working within the organisation and for intensive training to new recruits are being made. Provision already exists for regular refresher courses through the constitution of seminars of officers of the D.G.S. & D. to enable personnel working within the organisation to obtain adequate up-to-date knowledge of the procedure to be followed, the nature of stores to be purchased, the capacity available indigenously for particular stores and the steps necessary to develop such capacity and encourage production of stores hitherto imported.

In addition to ensure that the purchase organisation is fully responsive to its indentors' requirements, the question of appointment of officers on deputation from different indenting departments is being pursued. In fact, in

accordance with the recommendations of the S.P.C. officers on deputation are now serving within the Director General, Supplies & Disposals from Railways, Defence Services, Posts and Telegraphs Department, and the Director General of Civil Aviation at all levels from Deputy Director General down to the Assistant Director.

(Ministry of W.H.S. O.M. No. B-5(10)/56, dated 20-2-1957).

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The Committee understand that it has not been possible to complete the action on the recommendations made by the Railway Stores Enquiry Committee (1950-51) regarding the simplification of the existing classification of stores and the stores code due to regrouping of the Railways, pressure of work etc. The Committee do realise that revision of the stores code is a heavy and difficult task, but they do not see sufficient justification for the abnormal delay in the implementation of their recommendations. A target date should now be fixed for completing the task. In order to expedite the work, each zonal Controller of stores may be asked to prepare a few draft chapters on selected items and the work can be co-ordinated, supplemented and finalised in the office of the Railway

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An officer will shortly be placed on special duty to undertake the revision of the Stores Code. It is felt that the distribution of this work in part to the various Controllers of Stores would not lead to either expeditiousness or the desired co-ordination. While revising the Stores Code, the other suggestions made by the Estimates Committee will be kept in view.

(Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendations, (28), dated 10-10-1956).

Board. While revising the Stores Code, not only the experience gained by the railways in the working of safeguards and security precautions in existence all along, but also, the various recommendations made by the Stores Purchase Committee and the Railway Equipment Committee should be kept in view.

(Further information called for by the Committee)

Please state if the Officer on Special Duty to undertake the revision of Stores Code has since been appointed, and if so, the progress in the matter made may be intimated.

(L.S.S. O.M. No. 102-E.C. II/56, dated 7-7-1958).

As a result of the recommendation of the Economy Committee set up by the Railway Board the work of revision of Stores Code was postponed as an economy measure. The question regarding revival of the post of Deputy Director to undertake the work of revision of Stores Code is now under consideration of the Railway Board.

(Ministry of Rlys. O.M. No. 56-B(C)-6000/28th Report/PT.I, dated 21-8-1958).

CHAPTER IV
Replies of Government that have not been finally accepted by the Committee

Sl. No. (as in Appendix VII to the 28th Report)	Reference to Paragraph No. of the Report	Summary of Recommendations/ Conclusions	Government's reply	Comments of the Committee
1	2	3	4	5
12	39	<p>The Committee suggest that some non-officials who are not interested in actual trade but who have experience in the line may be associated with the Tender Committees. This will have two advantages ; (a) the benefit of the experience of the non-officials will be available to the Committee, and (b) the official members of the Committee will not be exposed to any</p>	<p><i>The association of non-officials with Tender Committees is not considered desirable as the non-officials would not be answerable for results while the officials who are on the committee will not take the full executive responsibility for the decisions of the Tender Committee.</i></p> <p>2. The Committee's suggestion that 'late' tenders should not</p>	<p>Please see para 1 of Chapter I.</p>

criticism of favouritism etc. The Committee also reiterate the recommendations made by the Stores Purchase Committee that 'late' tenders should not be considered at all.

be considered at all has been noted. This is already being observed and will be enforced strictly.

[Ministry of Railways O.M. No. 56-B(C)-6000; Recommendations (28), dated 10th October, 1956].

The Committee recommend that a definite procedure should be fixed for facilitating the speedy disposal of scrap material. As regards the disposal of ferrous scrap, the Committee suggest that the matter should be discussed at a meeting between the Iron and Steel Controller and the Railway Board and a firm decision arrived at not only on the method of and arrangements for disposal but also the fixation of a reasonable price so that small merchants may find it worth-while to collect the ferrous scrap quickly. As regards non-ferrous scrap, the Railways themselves should take more energetic steps for disposal. Auctions should also be held at more frequent

In the above recommendation, the Estimates Committee have recommended as under:—

1. To fix a definite procedure for speedy disposal of scrap material.

2. The matter regarding disposal of ferrous scrap should be discussed at a meeting between the I. & S. C. and the Railway Board to work out the arrangements for disposal and fixation of reasonable prices so that small merchants may find it worth-while to collect the scrap quickly.

3. Regarding Non-ferrous scrap, Railways themselves

The Committee note that the Ministry have agreed to implement five out of six suggestions made in the recommendation. As to the remaining suggestion regarding association of sub-committees of consultative Committees with Railway Auctions, the Committee consider the reasons given by the Ministry for non-acceptance, as unsatisfactory, because the same betray lack of faith in the representatives of the public. In the present day democratic set up the association of the representatives of the public in every field of Governmental activities is considered desirable. Besides, the presence of such non-officials shield the officials against the public criticism of all types, such as corruption,

intervals, sub-committees of the Consultative Committee being associated with the auctions.

The Committee consider that it would also be desirable to circulate the list of surplus stores amongst other departments of the Government of India, State Governments, the quasi public bodies and also the association of trade and industry in addition to the circulation of lists amongst the various Railways.

should take more energetic steps for its disposal.

4. Auctions should be held at more frequent intervals.

5. Sub-Committees of Consultative Committees be associated with the Auctions.

6. To circulate the lists of surplus stores among other departments of the Government of India, State Governments, quasi public bodies and the associations of Trade and Industry, in addition to the circulation of the lists among the various Railways.

Committee's recommendations against items (1) to (4) and (6) have been noted and necessary instructions are being issued to the Railways.

As regards recommendation against item (5) regarding association of sub-committees

nepotism, inefficiency, etc. The Committee, therefore, suggest that the remaining suggestion may also be carried out, if necessary, by suitably changing the provisions of the stores code in this respect.

of Consultative Committees with railway auctions, it is stated that these auctions are conducted by the Railway Auctioneers according to well defined principles laid down in the Stores Code. Moreover these auctions are held in the presence of representatives of Stores and Accounts departments whose responsibility is to safeguard the interests of the administration.

In view of this, it is difficult to visualise the usefulness of associating members of Consultative Committees with the work of conducting auctions on the Railways.

[Ministry of Railways O.M. No. 56-B(C)-6000/ Recommendations (28), dated 8th February, 1957].

- 45 In view of the fact that a private firm has been given the advantage of gathering advance information regarding the timings of trains for the publication of 'Bradshaw', the
- 127 The recommendation of Estimates Committee, that either a suitable charge should be levied on the publishers of 'Bradshaw' for supplying the requisite information or the
- If it is possible to publish 'Bradshaw' monthly by a private firm and to sell it with profit, it is not understood why it should not be possible for the Railway Administration to

Committee recommend that either a suitable charge should be levied for supplying the requisite information or the supply of advance information should be discontinued forthwith. Moreover, if some arrangement is arrived at with this or some other firm to publish the time-tables, there would not be sufficient justification to continue the departmental publication of the All-India Time-Table.

supply of advance information should be discontinued forthwith, has not been accepted for the following reasons :—

- (i) The supply of information does not involve any appreciable extra labour to the Railway Administration ;
- (ii) The information which is being supplied is of interest to the travelling public and it is desirable that this should receive the widest dissemination through all sources available ;
- (iii) The royalty to be levied will not, in any case, be substantial ; and
- (iv) if a royalty is levied, it would imply that the railways are under an obligation to supply the data in accordance with the firm's requirements and a time schedule to be laid down— an obligation which it may

publish their own Time-Table like wise and to sell the same at 'no profit no loss' basis. Alternatively, the Railway Administration may give a contract to the owners of 'Indian Bradshaw' or some other private firms for its publications to avoid the loss involved in its departmental publication. As to the statement in the last sentence of para 2 of their reply, the Time-Table sheets pasted on the Station walls or hung against the Notice Boards at the Railway Stations as done hitherto, would meet the requirements. The Committee, therefore, suggest that action on one of the two alternatives may be taken.

not be possible to discharge. At present the railways are under no such obligation to the publishers nor do they assume any responsibility for the correctness of the date supplied to the publishers.

2. Regarding the Estimates Committee's suggestion to discontinue the departmental publication of the All India Time-Table on some arrangements being made with a suitable firm of publishers to bring out such a publication instead, the position is that the All India Time-Table published in English is at present the only departmental publication covering all railways, which contains authoritative information regarding the timings of trains, the departmental publication of the All India Time-Table in Hindi having already been discontinued. It is considered desirable that an authoritative Time-Table issued by the Railway Administration at

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least in one language should be available to the travelling public.

[Ministry of Railways O.M. No. 56-B(C)-6000/ Recommendations (28), dated 24th May, 1957].

NEW DELHI ;

The 12th March, 1959
The 4th Chaitra, 1881 (Saka)

BALVANTRAY G. MEHTA,

Chairman,

Estimates Committee.

APPENDIX I

The list of the items to be procured from Small Industrial Units only

1. Brass Padlocks.
2. G.I. Padlocks.
3. Brass Dampers.
4. Boxes made of Metal (excluding Army requirements).
5. Sign Board painted.
6. Buttons metal.
7. Postal Scales.
8. All Badges, Cloth, Embroidered, and metals (Civil requirements only).
9. Belt leather (apparel).
10. Cash Bags.
11. Dustshield leather.
12. Chappals and Sandals.
13. Leather Boxes (not army type).
14. Laces leather.
15. Leather bags.
16. Boots and shoes of types required by Civil indentors.

APPENDIX II

Analysis of the action taken by Government on the Recommendations contained in the Twenty-eighth Report of the Estimates Committee (First Lok Sabha)

1. Total number of recommendations made	54
2. Recommendations accepted fully by Government— (<i>Vide</i> recommendations in chapter II)	
No.	38
Percentage to total	70·4%
3. Recommendations accepted by Government partly or with some modifications —	
(<i>Vide</i> recommendation Nos. 5, 8, 13, 20, 28, 34, 46, 51 and 52)	
No.	10
Percentage to total	18·6%
4. Recommendations not accepted by Government but replies in respect of which have been accepted by the Committee —	
(<i>Vide</i> recommendations Nos. 31, 32 and 49)	
No.	3
Percentage to total	5·5%
5. Recommendations not accepted by Government and re- plies in respect of which are not acceptable to the Committee either —	
No.	3
Percentage to total	5·5%

LIST OF AUTHORISED AGENTS FOR THE SALE OF PARLIAMENTARY PUBLICATIONS OF THE LOK SABHA SECRETARIAT, NEW DELHI-1.

Agency No.	Name and address of the Agent	Agency No.	Name and address of the Agent	Agency No.	Name and address of the Agent
1.	Jain Book Agency, Connaught Place, New Delhi.	26.	The International Book Service, Deccan Gymkhana, Poona-4.	50.	Chanderkant Chiman Lal Vora, Gandhi Road, Ahmedabad.
2.	Kitabistan, 17-A, Kamla Nehru Road, Allahabad.	27.	Bahri Brothers, 188, Lajpat Rai Market, Delhi-6.	51.	S. Krishnaswamy & Co., P.O. Teppakulam, Tiruchirapalli-1.
3.	British Book Depot, 84, Hazratganj, Lucknow.	28.	City Booksellers, Sohanganj Street, Delhi.	52.	Hyderabad Book Depot, Abid Road (Gun Foundry), Hyderabad.
4.	Imperial Book Depot, 268, Main Street, Poona Camp.	29.	The National Law House, Near Indore General Library, Indore.	53.	M. Gulab Singh & Sons (P) Ltd., Press Area, Mathura Road, New Delhi.
5.	The Popular Book Depot (Regd.), Lamington Road, Bombay-7.	30.	Charles Lambert & Co., 101, Mahatma Gandhi Road, Opp. Clock Tower, Fort Bombay.	54.	C. V. Venkitachala Iyer, Near Railway Station, Chalakudi.
6.	H. Venkataramiah & Sons, Vidyanidhi Book Depot, New Statue Circle, Mysore.	31.	A. H. Wheeler & Co. (P) (Ltd.), 15, Elgin Road, Allahabad.	55.	The Chindambaram Provision Stores, Chindambaram.
7.	International Book House, Main Road, Trivandrum.	32.	M. S. R. Murthy & Co., Visakhapatnam.	56.	K. M. Agarwal & Sons, Railway Book Stall, Udaipur (Rajasthan).
8.	The Presidency Book Supplies, 8-C, Pycroft's Road, Triplicane, Madras-5.	33.	The Loyal Book Depot, Chhipi Tank, Meerut.	57.	The Swadesamitran Ltd., Mount Road, Madras-2.
9.	Atma Ram & Sons, Kashmir Gate, Delhi-6.	34.	The Goods Compansion, Baroda.	58.	The Imperial Publishing Co., 3, Faiz Bazar, Daryaganj, Delhi-6.
10.	Book Centre, Opp. Patna College, Patna.	35.	University Publishers, Railway Road, Jullundur City.	59.	Azeez General Agency, 47, Tilak Road, Tirupati.
11.	J. M. Jaina & Brothers, Mori Gate, Delhi-6.	36.	Students Stores, Raghunath Bazar, Jammu-Tawi.	60.	Current Book Stores, Maruti Lane, Raghunath Dadaji Street, Bombay-1.
12.	The Cuttack Law Times Office, Cuttack-2.	37.	Amar Kitab Ghar, Diagonal Road, Jamshedpur-1.	61.	A. P. Jambulingam, Trade Representative & Marketing Consultant, Prudential Bank Building, Rashtrapathi Road, Secunderabad.
13.	The New Book Depot, Connaught Place, New Delhi.	38.	Allied Traders, Motia Park, Bhopal.	62.	K. G. Aseervandam & Sons, Cloughpet, P.O. Ongoli, Guntur Distt. (Andhra).
14.	The New Book Depot, 79, The Mall, Simla.	39.	E. M. Gopalkrishna Kone, (Shri Gopal Mahal) North Chitrai Street, Madura.	63.	The New Order Book Co., Ellis Bridge, Ahmedabad.
15.	The Central News Agency, 23/90, Connaught Circus, New Delhi.	40.	Friends Book House, M. U., Aligarh.	64.	The Triveni Publishers, Masulipatnam.
16.	Lok Milap, District Court Road, Bhavnagar.	41.	Modern Book House, 286, Jawahar Ganj, Jabalpur.	65.	Deccan Book Stall, Ferguson College Road, Poona-4.
17.	Reeves & Co., 29, Park Street, Calcutta-16.	42.	M. C. Sarkar & Sons (P) Ltd., 14, Bankim Chatterji Street, Calcutta-12.	66.	Jayna Book Depot, Chapparwala Kuan, Karol Bagh, New Delhi-5.
18.	The New Book Depot, Modi No. 3, Nagpur.	43.	People's Book House, B-2-829/1, Nizam Shahi Road, Hyderabad Dn.	67.	Bookland, 663, Madar Gate, Ajmer (Rajasthan).
19.	The Kashmir Book Shop, Residency Road, Srinagar, Kashmir.	44.	W. Newman & Co. Ltd., 3, Old Court House Street, Calcutta.	68.	Oxford Book & Stationery Co., Scindia House, Connaught Place, New Delhi.
20.	The English Book Store, 7-L, Connaught Circus, New Delhi.	45.	Thacker Spink & Co. (1938) Private Ltd., 3, Esplanade East, Calcutta-1.	69.	Makkala Pustaka Press, Balamandira, Gandhinagar, Bangalore-9.
21.	Rama Krishna & Sons, 16-B, Connaught Place, New Delhi.	46.	Hindustan Dairy Publishers, Market Street, Secunderabad.	70.	Gandhi Smriti Trust, Bhavnagar.
22.	International Book House, Private Ltd., 9, Ash Lane, Bombay.	47.	Laxami Narain Agarwal, Hospital Road, Agra.		
23.	Lakshmi Book Store, 42, M. M. Queensway, New Delhi.	48.	Law Book Co., Sardar Patel Marg., Allahabad.		
24.	The Kalpana Publishers, Trichinopoly-3.	49.	D. B. Taraporevala & Sons Co. Private Ltd., 210, Dr Naoroji Road, Bombay-1.		
25.	S. K. Brothers, 15A/65, W.E.A., Karol Bagh, Delhi-5.				

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