

ESTIMATES COMMITTEE
(1965-66)

EIGHTY-SEVENTH REPORT

(THIRD LOK SABHA)

MINISTRY OF RAILWAYS

Action taken by Government on the recommendations contained in the Forty-Third Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—Northeast Frontier Railway



LOK SABHA SECRETARIAT
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ESTIMATES COMMITTEE
(1965-66)

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Shri B. B. Tewari—*Deputy Secretary.*

Shri B. K. Mukherjee—*Under Secretary.*

INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Eighty-Seventh Report on action taken by Government on the recommendations contained in the Forty-Third Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—Northeast Frontier Railway.

2. The Forty-Third Report of the Estimates Committee was presented to the Lok Sabha on the 19th February, 1964. Government furnished replies indicating action taken on the recommendations between the 14th July, 1964 and the 14th September, 1964. Further information in respect of four recommendations was called for from the Government on the 4th January, 1965, which they furnished between the 3rd February, 1965 and the 24th February, 1965.

Government's replies to the recommendations were considered by Study Group 'D' of the Estimates Committee (1964-65) on the 23rd April, 1965 and 29th April, 1965. On the 7th August, 1965, Government furnished further information indicating the latest position in respect of recommendation No. 71. The draft Report was adopted by the Committee on the 24th November, 1965.

3. The Report has been divided into the following Chapters:—

- I. Report
- II. Recommendations that have been accepted by Government.
- III. Recommendation which the Committee do not want to pursue in view of Government's reply.
- IV. Recommendation in respect of which reply of Government has not been accepted by the Committee.

4. An analysis of the action taken by Government on the recommendations contained in the Forty-Third Report (Third Lok Sabha) of the Estimates Committee is given in Appendix VI. It would be observed therefrom that out of 74 recommendations made in the report, 72 recommendations i.e., 97.3 per cent., have been accepted

(vi)

by the Government. The Committee do not desire to pursue one recommendation, i.e., 1·35 per cent, in view of Government's reply. The reply of Government in respect of one recommendation, i.e., 1·35 per cent, has not been accepted by the Committee.

NEW DELHI-1;
27th November, 1965.
Agrahayana 6, 1887 (Saka).

ARUN CHANDRA GUHA,
Chairman,
Estimates Committee.

CHAPTER I

REPORT

The Estimates Committee are glad to state that the points brought out in their Forty-third Report (Third Lok Sabha) have been replied to by the Government in time and generally to their satisfaction.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 1) Para Nos. 1—3

The Committee are glad to note that the more important indices of performance and the overall operating-cum-efficiency indices have shown a progressive improvement on the N.F. Railway and the North Eastern Railway despite the continuous pressure on the N.F. Railway particularly since the onset of the emergency—not to speak of recurring Naga activities.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 2) Para No. 5

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

The Committee note that the operating ratio, indicating the percentage of total working expenses to gross earnings, which had risen to 141.89 in 1960-61 has been progressively brought down to 123.26 in 1962-63 and is expected to be further reduced to 117.54 in 1963-64.

The Committee would, however, like to draw attention to the study made by the Efficiency Bureau of the ordinary working expenses of the Northeast Frontier Railway and would urge that the Railway should take effective measures to reduce the Workshop and running repair costs of coaching vehicles, effect economy in fuel consumption, eliminate loss of coal and other goods in transit and improve the utilisation of diesel engines. They also feel that with the increasing tempo of industrial development of Assam and North

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

REPLY OF GOVERNMENT

The general observation that the three wholly or substantially metre gauge zonal railways viz., Northeast Frontier, North Eastern and Southern Railways show a higher rate of expenses to earnings because of their inherently less economic characteristics of working as compared to broad gauge railways, needs a qualification to bring out the effect of quantum and nature of traffic carried which, in some cases, may be only so small even on a broad gauge section as to make such a section uneconomic or may be so large as to make even a metre gauge section profitable. A reference is invited in this connection to the relevant portion of the reply of Shri H. C. Dasappa as Minister of Railways during the general discussions on the Railway Budget for 1964-65 in the Lok Sabha on 26-2-1964 (Appendix I). Even though North Eastern and Northeast Frontier Railways are wholly/substantially metre gauge Railways the recent increase in the quantum of traffic moved by these two railways in the wake of the emergency, has resulted in substantial reduction in the losses in the working of these railways, as will be seen from the following figures:—

(In lakhs of rupees)

Year	Net loss in the working of—	
	N.E. Railway	N.F. Railway
1961-62	6.29	9.84
1962-63	4.50	8.74
1963-64 (Revised Estimate)	4.17	6.78

The position with reference to the final figures of actuals for 1963-64, which are being computed in the Railway Board's office, indicates a further improvement over the Revised Estimate for 1963-64. This improvement is reflected by the operating ratio, i.e. the percentage of total working expenses to gross earnings for the year 1963-64 which is now expected to come to about 115% against an earlier tentative figure of 117.54% adopted in the Committee's report on the basis of the Revised Estimate.

The improvement effected during the year 1963-64, as compared to the previous year, according to the various indices of efficiency of working and as a result of the implementation of the suggestions con-

tained in the study made by the Efficiency Bureau (referred to in sub-para 3 of this recommendation) are indicated below seriatim:

- (a) Reduction in workshop and running repairs to coaching vehicles. The unit cost of POH repairs to coaching vehicles for the year 1963-64, as compared to last year, is furnished below.

	(In units of Rs.)	
	Units cost of POH repairs	
	1962-63	1963-64
Passenger coaching vehicles	3273	2750
Other coaching vehicles	1742	1520

Cost of running repairs per thousand vehicle kilometres has also registered an improvement over 1962-63.

1962-63	Rs. 10·53 P per 1000 vehicle km
1963-64	Rs. 8·10 P

(for 10 month period ending January 1964)

(b) *Economy in fuel consumption*:—Sustained measures are in hand for keeping down coal consumption; there has been a significant improvement in the consumption rate over the previous year, as will be seen from the following figures:—

	(Kgs per thousand G. T. Km) Broad Gauge (only the section Barauni-Samastipur)		
	1961-62	1962-63	1963-64
(a) Passenger & Proportionate mixed	82·5	76·0
(b) Goods & Proportionate mixed	74·9	62·2	40·2

On the Metre gauge also, the corresponding figures indicate a general improvement:

	1960-61	1961-62	1962-63	1963-64
(a) Passenger & Proportion of mixed (M.G.)	45·51	49·8	46·2	47·5*
(b) Goods & Proportion of mixed (M.G.)	44·1	44·8	41·2	39·5

*The slight increase in the consumption in 1963-64 over 1962-63 against (a) is mainly due to (i) Drop in percentage of passenger and proportion of mixed train engine hours to total engine hours from 61 in 1962-63 to 60 in 1963-64, and (ii) Utilisation of some YG class locos in this service due to temporary shortage of YP locos.

(c) *Elimination of losses of coal and other goods in transit*: Effective measures continue to be taken to reduce the loss of coal on these Railways. The Security Branch has been steadily pursuing the matter of eliminating pilferage in transshipment yards & loco sheds. Eliminating the factor of compaction, or settling of coal due to running action, which is estimated at about 5 to 9% in sheds and adoption of the procedure for accountal of coal by volumetric measurement instead of by actual weightment have

reduced the losses of coal in 1963-64, as compared to the previous year. This will be evident from the following table:—

Year	Invoice receipt of coal in tonne	Losses	Percentage (Col. 3 to Col. 2)
1	2	3	4
1962-63	587858	67226	11.4
1963-64	549660	53174	9.5

In regard to losses of goods in transit, the comparative figures of amounts paid towards compensation claims and court cases for three successive half-years indicate progressive improvement:—

	(Amount)
	Rs.
October '62 to March '63	18,77,373
April '63 to Sept. '63	12,70,282
October '63 to March '64	10,00,424

(d) *Improved utilisation of Diesel Engines:* The intensive utilisation of the diesel locos on the N.F. Railway is subject to certain overall limitations, such as running of trains on the Siliguri—Alipurduar Jn.—New Gauhati Section which is already working to saturation capacity at present, inadequate marshalling yard facilities, movement of military specials, movement of 'over dimensioned' consignments, etc. In spite of these limitations, the utilisation of diesel locomotives has been steady. The engine kilometres per day per engine in use has steadily risen to 220.5 in May 1964, from 174.00 in January 1963.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964.]

Recommendation (Serial No. 3) Para No. 6

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

REPLY OF GOVERNMENT

The Committee, while appreciating the reasons for the substantial increase in the gross traffic receipts of the North-east Frontier

Railway in 1962-63 over the Budget Estimates as being due to the unexpected spurt of traffic on that Railway following the Emergency, have made observations in regard to the Estimates for the year 1963-64. It has been pointed out that, as against Budget Estimates of gross traffic of the Railway presented to the Parliament of Rs. 19.60 crores, the latest estimates show that the receipts are expected to be of the order of Rs. 24 crores. It has been added "the Committee would emphasise the need for placing more realistic estimates before Parliament". Immediately after the Estimates Committee's Report had been considered and adopted by the Committee on the 10th February 1964, the Revised Estimates of gross traffic receipts for 1963-64 of the North-east Frontier Railway (Rs. 23.98 crores) as well as of all other Railways; were presented to the Parliament along with the Budget for 1964-65. The realistic estimates, according to the latest forecast, were thus placed before the Parliament, as indeed is done each year, since rail traffic trends cannot always be foreseen or predicted and it is necessary to have Revised Estimates of receipts as well as of expenses every year. This, in fact, is the recognised system of budgetary procedure, of presenting the Revised Estimates of the current year to the Parliament when submitting the Budget Estimates for the forthcoming year.

2. Other than the year 1962-63 which the Committee have recognised as an abnormal year, the only other such year was 1958-59 which was one of particularly slow growth of economy and in which the Revised Estimates and the Actuals were progressively less than what had been anticipated in the original Budget Estimates. Except in these two years, which are now generally recognised as abnormal years, the actual traffic earnings as a rule have approximated remarkably closely to the estimates (budget or revised) notwithstanding the difficulties of predicting, even reasonably approximately, the financial effect of suddenly changing patterns of rail traffic. The following figures for the last seven years for which completed accounts are available (from the commencement of the Second Plan) support the foregoing observations:—

(In crores of rupees)

	Budget Estimates	Revised Estimates	Actuals
1956-57	345.00	350.00	347.57
1957-58	377.90	384.40	379.78
1958-59	407.48	394.38	390.21
1959-60	422.03	422.03	422.33
1960-61	464.50	458.00	456.80
1961-62	499.02	501.24	500.50
1962-63	545.36	549.62	566.79
TOTAL FOR 7 YEARS	3061.29	3039.67	3063.98

The Committee will thus appreciate that the estimates of gross traffic receipts of Railways, as placed before the Parliament, have been consistently realistic except in the two years referred to when, as explained, there were special features.

3. Incidentally, the latest estimates of the Northeast Frontier Railway for 1963-64, as shown in column 9 of the statement in paragraph 4 of the Committee's Report were the estimates available according to the August Review at the time the estimates of the Northeast Frontier Railway were being studied. The still later estimates for 1963-64 are the Revised Estimates for the year as presented to Parliament and as shown in pages 94-95 of the Explanatory Memorandum on the Railway Budget 1964-65. It will be seen that, according to these Revised Estimates for 1963-64, the net deficit of the North-east Frontier Railway in that year was expected to be Rs. 6.78 crores, as against a deficit of Rs. 8.85 crores expected on the basis of the August Review Estimates. The deficit according to the Budget Estimates for 1964-65 is expected to come down still further to Rs. 6.16 crores.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 4) Para No. 7

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

REPLY OF GOVERNMENT

The Ministry of Railways have taken careful note of the observations of the Committee to exercise a careful check on the working of the strategic section of the N.F. Railway, Rangapara North—North Lakhimpur, with a view to see that the administrative expenses are kept to the minimum.

The traffic survey for this line has been completed and close and continuous liaison is being maintained with Trade with a view to explore the possibilities of attracting as much traffic as possible to the Railway. The N.F. Railway has been advised to make all pos-

sible efforts to maximise earnings by attracting general traffic even on the strategic section referred to.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964].

Recommendation (Serial Nos. 5 and 6) Para Nos. 8 and 9

The Committee note that the Northeast Frontier Railway are incurring losses on the working of the Darjeeling-Himalayan Section.

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

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

REPLY OF GOVERNMENT

At the instance of this Ministry, the Ministry of Transport have communicated this recommendation of the Estimates Committee to the Government of West Bengal.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964.]

Recommendation (Serial No. 7) Para No. 12.

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

REPLY OF GOVERNMENT

The Ministry of Railways are grateful to the Committee for their appreciation of the efficiency shown in the execution of this important project.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 8) Para Nos. 14 & 15.

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

REPLY OF GOVERNMENT

Adequate steps have since been taken to ensure supply of steel required for the fabrication of girders etc., for the works on the North-east Frontier Railway. The pace of track renewals during the Third Five Year Plan has also been speeded up as the following figures show:—

Category of renewals	Completed during Second Plan	Completed during the three years 1961-64
Rail	146 Track -miles.	211 Track-miles.
Sleeper	63 " "	109 " "

Of the 200 bridge works thrown forward from Second Plan to Third Plan, it was indicated in the earlier reply that 125 bridges had been completed already. Since then 30 more have been completed, and the remaining 45 bridges are progressing well. The girders required for these bridges have been planned on various fabricators and satisfactory supply arrangements for the steel have been made and it is expected that all these will be received by June—September, 1965. All the remaining 45 bridges are anticipated to be completed by the end of the Third plan period. Of the 18 crossing stations, work on which was carried forward into the Third Plan, 17 have already been completed and the remaining one is also near completion.

Suitable steps have been taken to ensure supply of steel and girders required for the Third Plan works of the N.F. Railway so that there will not be any serious hold-up on works targetted for completion during the Third Plan for want of steel and girders.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)EC/III/43, dated the 7th September, 1964].

Recommendation (Serial No. 9) Para No. 16

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

REPLY OF GOVERNMENT

The sub-grade work, both earthwork and bridges, on the project are progressing according to schedule. The steel girders required for the bridges have also been arranged. Efforts are being made to establish the link for freight traffic by the end of 1965.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 10) Para No. 17

The Committee are glad that the construction of new lines (Khajuriaghat to Malda, Kalkhalighat to Dharamnagar, Rangapara North to North Lakhimpur, etc.) is going apace on the N.F. Railway. The Committee would urge that Government should ensure timely supply of all the requisite materials to the N. F. Railway so that the construction work is not impeded.

REPLY OF GOVERNMENT

The Ministry of Railways are grateful to the Estimates Committee for their appreciation of the progress of the construction work on North-east Frontier Railway. The Committee is assured that every endeavour has been and will continue to be made to ensure that the supply of materials is kept up so that the construction work proceeds according to programme.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 11) Para No. 18

As a result of the Government's decision to extend the Board Gauge line from New Jalpaiguri to Assam, work on the introduction of Centralised Traffic Control System between Siliguri Junction and Chengsari, which had made some progress, had to be suspended, thus resulting in some infructuous expenditure. The Committee hope that the Railways would adopt the most economical means to meet the situation.

REPLY OF GOVERNMENT

The observations made by the Committee have been noted.

M/s. General Signal Company of U.S.A. (GRS), who were awarded the contract for the installation of Centralised Traffic Control on the Siliguri-Alipur Duar Section on the N. F. Railway, have already been advised in regard to, & accepted the decision conveying transfer of their work to the Gorakhpur-Chupra Section of the N. E. Railway. The work on the latter section has started & the materials have been shifted from the Siliguri-Alipur Duar Section to the Gorakhpur-Chupra Section. All possible action is being taken to ensure that the infructuous expenditure is kept down to the barest minimum, and it is expected that most of the materials received for the work on the N. F. Railway will be utilised on the Gorakhpur-Chupra and the Bongaigaon-Chengsari sections and elsewhere on the Indian Railways, thus limiting the infructuous expenditure to as small a figure as possible.

The Committee will appreciate that the Government's decision to extend the Board Gauge line from New Jalpaiguri to Assam, which has necessitated the alteration of the section on which Centralised Traffic Control System will be introduced, was unavoidable in the totally unexpected & unforeseeable developments arising out of the Chinese aggression on Assam borders.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964].

Recommendation (Serial No. 12) Para Nos. 19-20

The Committee are glad that the Ministry of Railways are fully cognizant of the fact that the project to step up the ferry capacity between Farakka and Khajuriaghat is mainly for the interim period and therefore, every effort has to be made to ensure that its cost is kept down to the minimum. They have no doubt that Government would also ensure that the expenditure now being incurred on line capacity works on Farakka and Khajuriaghat sides and between

Khajuriaghat and New Jalpaiguri would fit in with the ultimate scheme of carrying the railway line across the barrage at Farakka, so as to obviate any avoidable infructuous expenditure.

REPLY OF GOVERNMENT

The recommendation of the Estimates Committee has been noted by the Ministry of Railways. The cost of the facilities required temporarily for the interim period till the construction of the Farakka Barrage is being kept down to the extent possible. Suitable instructions have already been issued to the Railway Administrations to obviate avoidable infructuous expenditure.

[*Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964.*]

Recommendation (Serial No. 13) Para No. 21

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

REPLY OF GOVERNMENT

A part of the Flotilla is being transferred to Farakka to augment the ferry capacity there to 400 B.G. wagons per day. The rest of the Flotilla is being retained at Pandu to serve as standby near the Brahmaputra Bridge to meet any emergency. One or two crafts are also likely to be used for transporting road vehicles at the National Highway Crossing at Jogigopa. Government has thus already planned to make the best possible use of the Flotilla rendered surplus at Pandu after the construction of the Brahmaputra Bridge.

[*Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964.*]

Recommendation (Serial No. 14) Para No. 25

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

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

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

REPLY OF GOVERNMENT

The observations made by the Estimates Committee have been noted and the North-east Frontier Railway has been advised to act accordingly.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 15) Para No. 26

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

REPLY OF GOVERNMENT

The Estimates Committee have already taken note of the heavy movement on N.F. Railway on Defence account during 1962-63, which *inter-alia* affected speeds of goods trains.

The heavy pressure during 1962-63 has grown in magnitude as well as intensity during the year 1963-64 as can be seen from the following figures:—

	Daily average in term of M.G. wagons	
	1962-63	1963-64
1. Originating loading	886	985
2. Transhipment	199	263
3. Total loading including repacking, etc.	1147	1310

The heavy originating loading on the Railway itself necessarily entailed heavy pressure of movement. Added to this was the very heavy pressure of traffic offering on other Railways for N.F. Railway, particularly for destinations east of Siliguri. The pressure on this link portion, *viz.* from Siliguri Jn. to Gauhati, *via* Alibour Duar

Jn., has steadily mounted from 160 M.G. wagons per day at the end of the First Five Year Plan period to 325 wagons per day at the end of the Second Plan. During the peak periods of the Emergency during 1962-63, the level of movements went up to 485 wagons per day. During 1963-64, the pressure continued to mount up and in March, 1964, the last month of the year 1963-64, as many as 568 wagons per day were moved on this very difficult single-line section.

The inevitable price that has to be paid for working any single line section to saturation point is a fall in goods train speeds, since every additional train on a single line section means extra detention to every train for crossing purposes. Thus if six goods trains are run per day on a single line section, at least three would be running say during 12 hours, the run of a single goods train. It, therefore, follows that for each additional train on the Section, every one of the three trains would have one more crossing and therefore, an additional detention of 30 to 40 minutes per train, per crossing. For two additional trains run, the effect would be double and so on. It is, in fact remarkable that the effect of this additional traffic on goods trains speeds has not been greater. This is because of the provision of other facilities like dieselisation, etc.

The other important point bearing on goods trains speeds is that road-side shunting has greatly increased, especially after the onset of the Emergency. Stations which were formerly of no importance to traffic have suddenly become terminals handling heavy volume of traffic connected with building roads, air-strips, army stores, and other needs of the Defence Department. Hasimora, Dangtal, Madarihat, Jagi Road, Diphu, Namrup, Bagrakot, Bijni, Tangla, Udalguri, Majbhat, New Misamari, etc. are instances in point. This necessarily involves additional shunting at road-side stations, where goods trains in the past generally never stopped, and with a consequent increase in the running time. This cannot be helped because large scale developmental works like construction of roads, bridges, etc., require heavy flow of materials and these are going on all over the area.

Greater emphasis on the running of block loads which by-pass marshalling yards, the avoidance of shunting at road-side stations by through goods trains, the provision of additional facilities in marshalling yards, extending the runs of diesel locomotives by pooling crews, phased expansion of terminal facilities, etc., are some of the steps that are being taken to improve the speed of goods trains on the North-east Frontier Railway. However, till additional line capacity becomes available when the Broad Gauge

link is completed, any substantial improvement in this aspect of operation is unlikely to be achieved in view of the steady increase in traffic on the line.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 16) Para No. 27

It has been stated that the increased percentage of ineffective locomotives is due to certain defects having developed, such as failure of experimental disc brakes and defective working of exhausters. The Committee note that these defects are being rectified by the makers' representatives. The Committee hope that the defects would be rectified expeditiously and the engines at present out of commission would be put to use without loss of time. The Committee have also no doubt that proper precautions would be taken to ensure that these defects do not recur in future supplies of diesel locomotives.

REPLY OF GOVERNMENT

The observations made by the Estimates Committee have been noted. In regard to ineffectives due to failure of disc brakes, action was taken promptly to obtain alternate brake rigging and all the six locomotives fitted with disc brakes were put back into commission with air brakes by October 1963. The defective working of the exhausters was investigated in detail by the R.D.S.O. and the Service Engineers of both the diesel locomotives manufacturers and certain corrective steps have been taken. It is reported that there has been considerable improvement in the working of the exhausters and there are no locomotives out of service on account of this particular defect at present. The investigations and remedial steps were completed by December 1963.

The two defects mentioned in the Report as well as other serious defects noticed on these M.G. diesel locomotives have been noted by the R.D.S.O. and specific clauses were inserted in the specifications for the locomotives on order or on tender so that these defects may not recur in the future supplies of diesel locomotives.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 17) Para Nos. 28—30.

The Committee are glad that Railways have been able to meet practically in full the demands for wagons for movement of food-grains on Government account though prima facie the position in

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

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

REPLY OF GOVERNMENT

Close co-ordination is maintained between the North-east Frontier Railway on the one hand and the State Government and the trade on the other, so as to ensure regular supply of wagons for movement of foodgrains on trade account on the North-east Frontier Railway. However, the specific recommendation made by the Estimates Committee has been noted and the N. F. Railway has been suitably advised in the matter.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/II/43, dated the 14th July, 1964].

Recommendation (Serial No. 18) Para No. 31.

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

REPLY OF GOVERNMENT

Rice on trade account offers in small lots on North-east Frontier Railway and there is not much scope for movement of foodgrains in block rakes. The only other commodity which is offered in block loads on North-east Frontier Railway by traders is Jute. Adequate advance information about placement of block rakes is given to the Jute Associations and the consignors to enable them to make arrangements for loading in block rakes. There has been no complaint in this regard.

2. Instructions have already been issued to all Indian Government Railways that as soon as a decision is taken to work a rake of empties to a station for loading, steps should be taken to the extent feasible to advise the consignors at that station about the probable date and time of arrival of block rake, so that they may get sufficient time to make arrangements to load the goods. These instructions have been reiterated.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/II/43, dated the 14th July, 1964].

Recommendation (Serial No. 19)—Para No. 32

The Committee are informed that 90 per cent of the quota of wagons for movement of jute is allotted to jute merchants' Associations while 10 per cent is reserved for merchants who are not members of such Associations. The Indian Jute Mills Association has, however, represented that the allotment of wagons to mill agencies is not commensurate with their requirements, mainly because the local jute merchants' associations, which are mostly unregistered bodies, are not acting impartially in trying to identify the genuine consignors of jute. They have suggested that only bonafide sellers of raw jute should be allotted wagons through Railway District authorities. The Committee would like the matter to be investigated by Government with a view to see what improvements, if any, could be effected in the procedure for allotment of wagons so as to leave no room for complaints of the nature voiced by the Indian Jute Mills Association.

REPLY OF GOVERNMENT

At the meeting held at Siliguri Town on 15th July 1963, representatives of the Jute Commissioner advised the N.F. Railway that there is a proposal to form a parallel Association by the Indian Jute Mills Agencies. N.F. Railway were further advised that such an Association, if formed, would be registered and it would be necessary to allot 30 per cent of the quota to Mills Agencies, 60 per cent to the authorised Associations and the balance of 10 per cent to others. Specific proposals in this regard with the recommendation of the State Government and the Jute Commissioner have not been received by the N.F. Railway. On receipt of the specific proposal the matter will be further examined and suitable action will be taken in consultation with the State Government and the Jute Commissioner.

As the ceiling limit for registrations by individuals has been withdrawn and the registrations are now accepted from all parties

as offered, the necessity for continuing the existing system of indenting wagons for movement of Jute on the N.F. Railway will also be examined in consultation with the State Governments, Jute Interests and the Jute Commissioner who will be requested to give their views as early as possible.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that "specific proposals in this regard with the recommendations of the State Government and the Jute Commissioner have not been received by the Northeast Frontier Railway. On receipt of the specific proposals, the matter will be further examined and suitable action will be taken in consultation with the State Government and the Jute Commissioner".

The latest position in the matter may kindly be stated for the information of the Committee.

[L.S. Sectt. O.M. No. 5/19(1)EC/64, dated the 4th January, 1965].

FURTHER REPLY RECEIVED FROM GOVERNMENT

The question of movement of Jute from stations on the Northeast Frontier Railway has been examined jointly with the representatives of Jute interests and the State Governments.

The ceiling limit on registrations and the quota system of allotment for Jute has been abolished and the registrations are now accepted in full on the Northeast Frontier Railway.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 8th February, 1965.]

Recommendation (Serial No. 20)—Para No. 33

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

The Committee hope that with the extension of the Broad Gauge services to Assam and the augmentation of the ferry capacity at Farakka Khejuriaghat the Northeast Frontier Railway would be able to provide a stable and direct link between North Bengal and Assam and the rest of India. The Committee expect that Government would see to it that other forms of transport, namely road and

river transport, function in a manner complementary to, and not in competition with the Railway.

REPLY OF GOVERNMENT

Traffic Trends in Assam

The Railways' development programme during the Third Plan initially provided for an increase of movement capacity to North Bengal and Assam by over 100 per cent., i.e., for about 670 M.G. wagons/daily beyond Siliguri. The assessment of traffic anticipated at the end of the Plan was against the background of normal conditions prevailing in Assam region. However, with the outbreak of hostilities and the consequent emergency declared in the country, a reappraisal of the transport needs of Assam was carried out. Arising out of this reappraisal, the need for projecting the broad gauge line to Assam was accepted and accordingly, the Railways have now undertaken the construction of the broad gauge line between Siliguri and Jogighopa on a top priority basis. This broad gauge line will also serve the Cooch Bihar area.

The present broad gauge line to Siliguri as also the ferry crossing arrangements at Farakka/Khejuria ghat provide for a throughput of about 200 B.G. wagons/daily, of which about 100 B.G. wagons are transhipped at New Jalpaiguri. The overall movement East of Katihar at present is of the order of 500 M.G. wagons/daily and that beyond Siliguri 520 wagons on an average basis. With the extension of the broad gauge line beyond Siliguri and the augmentation of the ferry crossing facilities at Farakka, it is expected that the present capacity of 200 B.G. wagons will be increased to 400 B.G. wagons/daily. It is anticipated that about 50 B.G. wagon loads would be transported by the river route to Upper Assam ex Jogighopa and about 100 wagon loads by Road to Gauhati/Shilong areas. In addition, Railways are also providing centralised traffic control operation on the Bongaigaon-Changsari section which will enable them to move about 650 M.G. wagons beyond Bongaigaon. Thus, with the extension of the B.G. line to Jogighopa and the provision of centralised traffic control operation beyond Bongaigaon on the M.G., it is anticipated that Assam region will be well served by rail transport in the near future.

In regard to other modes of transport functioning in a manner complementary and not in competition with the Railways, it may be stated that the question of evolving a national transportation policy and the best mechanism for achieving co-ordination between the various forms of transport is at present under expert examination by

the Committee on Transport Policy and Co-ordination appointed by the Government of India (Planning Commission), and their recommendations are awaited.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 21)—Para No. 34

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

REPLY OF GOVERNMENT

Special rates for Tea from stations in the Darjeeling Himalayan Section to Calcutta via New Jalpaiguri and Farakka have been introduced with effect from First February, 1964 as an experimental measure for a period of one year.

The recommendation of the Estimates Committee regarding safe handling of goods has been brought to the notice of the General Manager, Northeast Frontier Railway, with instructions to take all possible measures to ensure safe transport of all goods and particularly tea and jute so as to avoid damage due to rough handling or by wet etc.

The General Manager, Northeast Frontier Railway has also been asked to take all feasible steps to reduce the transit time of tea and jute on that Railway.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 22)—Para No. 35

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

As Assam and North Bengal, served by Northeast Frontier Railway, are rich in fruits and vegetables, the Committee feel that concerted measures are called for to improve quick and safe handling

of perishables in order to attract more such traffic to the Railways, and reduce the incidence of claims.

REPLY OF GOVERNMENT

(i) *Pineapple traffic from Cachar and Tripura Areas*

The movement of pineapples and other perishable traffic from Cachar Area has been speeded up by avoiding delays at transshipment and repacking points. Specific instructions have also been issued to carry traffic for Howrah area by Assam Mail from Lumding as far as possible, with a view to reduce the transit time on N.F. Railway. This would result in consignments reaching destination on the 4th day from the date of booking, as against 5 to 7 days previously.

As regards movement of pineapples from Tripura it has been reported that there was practically no traffic. With the extension of the rail link to Dharmanagar in Tripura, the traffic, if offered, can be carried from Dharmanagar to Howrah in 5 days. It may not be possible to reduce the transit time any further.

There has been a steady improvement in the clearance of pineapple traffic from North Bengal and Assam as will be seen from the figures given below:—

Year	No. of packages	weight in quintals
1961-62	36,159	5,794
1962-63	40,466	6,796
1963-64 (upto Nov., 63)	43,287	6,922

(Separate figures for Cachar and Tripura areas are not available.)

(ii) *Other Fruits and vegetables from North Bengal and Assam*

Orange traffic during the last season, as in the past, was moved via Maniharighat. The transit time for oranges from North Bengal to Calcutta, which used to be 3 days in the previous years, has shown significant improvement in that the traffic now reaches Calcutta in 2 days. There has been no complaint of any delay in the movement of this traffic either from destination railway or from trade interests. The quantum of orange traffic moved also shows an upward trend. During 1963-64 (upto February 1964), the actual quantum of orange traffic moved was about 2,40,000 baskets as against 1,70,643 baskets in 1962-63.

Movement of mango traffic from the current season has also been programmed by scheduled through Parcel Express/mango specials.

Under this arrangement, mangoes from Malda area will reach Calcutta on the 3rd day from the date of booking.

With the introduction of 901/902 Parcel Express trains between Katihar and Tinsukia from 1st April 1964 movement of perishable traffic in the area has been speeded up.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964].

Recommendation (Serial No. 23)—Para No. 38

The Committee note from the statement (regarding supply of tank wagons to Oil Companies) that although for most of the months, the supply of wagons has been equal to or more than the number indented for by the refineries, there have been occasions, notably, in November and December, 1962 for Noonmati Refinery and in February, March and May, 1963 for Digboi Refinery, where tank wagons supplied were short of the number indented for.*

REPLY OF GOVERNMENT

As has already been stated by the Estimates Committee, the short supply of tank wagons was only in isolated months and in the case of Noonmati Refinery, was due to the Emergency and also due to steep rise in the indents during the months of November and December, 1962. Short supply at Digboi during February, March and May, 1963 was also due partly to sudden and steep rise in the indents during the months and partly to suspension of night running of trains, resultant on Naga hostile activities in the area. Since then necessary steps have been taken to further improve the supply position of tank wagons, and currently all the demands for tank wagons both at Noonmati as well as at Tinsukia/Digboi are being fully met.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 24)—Para No. 40

The Committee recommend that the agreed decisions taken at the meetings held in October 1963, between the Railway authorities and the Ministry of Petroleum and Chemicals/Indian Oil Company should be implemented without delay to achieve maximum results.

REPLY OF GOVERNMENT

The decisions taken at the meetings held at Garhara on 30th September, 1963, and 1st October, 1963 and at Gauhati on 10th October,

*Appendix V to the 43rd Report of E. C.

1963 have been implemented, as far as feasible, after taking into account such other further developments as the commissioning of the product pipe line between Gauhati and Siliguri etc. Currently the railways are meeting the full requirements of Digboi and Noonmati refineries satisfactorily.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 25)—Para No. 42

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

REPLY OF GOVERNMENT

There has been close co-ordination between the Ministry of Railways and the Ministry of Petroleum and Chemicals, in this regard. This co-ordination will continue to be maintained as suggested by the Committee. An additional Member of the Railway Board is also a Director of the Indian Refineries Ltd., who are the agency for laying the "Product Pipe-lines."

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 26)—Para No. 43

The Committee have been informed that 944 wagons out of 18,272 wagons which were supplied to the Indian Oil Company in 1962-63 and 1963-64 (Upto October, 1963), were either damaged or reserved for aviation spirit or misrouted or otherwise unserviceable.

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

REPLY OF GOVERNMENT

Arrangements have since been made by N.F. Railway to ensure to the maximum possible extent that only serviceable tank wagons are placed against indents.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 27) Para No. 44.

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

REPLY OF GOVERNMENT

The turn-round of tank wagons was affected due to longer leads, Emergency Conditions during the latter part of 1962 and early 1963 and suspension of night running of Passenger trains in the Lumding-Mariani section due to Naga hostile activities. A close watch is, however, kept on the movement of tank wagons. This has already brought about a steady improvement in the turn-round of tank wagons during recent months as can be seen from the following figures:—

	Turn-round of tanks booked from Digboi Refinery.		Turn-round of tanks booked from Noonmati Refinery.	
	To stations on N.F. Rly.	To stations on N.E. Rly.	To stations on N.F. Rly.	To stations on N.E. Rly.
	days			
January, 64	14·5	34·4	9·6	21·9
February, 64	Do.	32·7	8·7	19·1
March, 64	13·0	31·2	9·6	19·1

There have been no yard detentions to tank wagons in Duliajan yard. Presumably the Estimates Committee are referring to detentions to ordinary wagons in the Duliajan yard. This bears reference to item 23 of the list of points sent to the Ministry of Railways for written information *vide* Lok Sabha Sectt.'s O.M. No. 4/19/(6)/EC-63 dated 23-11-63. N.F. Railway has already tackled this particular aspect by increasing the frequency of the Tinsukia-Borhat shuttle train from every alternate date to a daily service. This shuttle performs the work of shunting at Duliajan and this should bring about an appreciable reduction in wagon detention in the Duliajan yard.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 28) Para No. 45

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

REPLY OF GOVERNMENT

This is being done. The instructions have been reiterated to the Railways for strict compliance.

[*Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964.*]

Recommendation (Serial No. 29) Para Nos. 47-48.

The representative of the Ministry admitted that due to defence requirements, the movement of stores, machinery, road construction materials, bricks and oil fields drilling and production equipment, required by the Oil India Ltd. at their bases at Duliajan and Moran had suffered. It was added that as the position had since eased, all efforts would be made to expedite the movement of the requisite machinery and stores. The Committee would like the Railway Board to scrutinise carefully cases of this nature with a view to see that all possible efforts are made, consistent with defence requirements, to move in time the stores and machinery required for oil prospecting and drilling. The Committee would also suggest that the question of allowing the contractors of Oil India Ltd., to register their total requirements of wagons (as against upto 5 wagons at a time) may be examined early.

REPLY OF GOVERNMENT

Adequate attention is paid by the Northeast Frontier Railway to the movement of stores and machinery required for oil prospecting and drilling by M/s. Oil India Ltd. During the period 1st August 1963 to 31st March 1964 a total of 1097 wagons were indented for on behalf of M/s. Oil India Ltd., and all of them were supplied and loaded. On 31-3-64 no indents were outstanding. M/s. Oil India Ltd., in their letter dated 30-1-64, addressed to the Northeast Frontier Railway, have confirmed that their requirements of wagons for movement of materials etc., are being met in full.

The ceiling limit on the number of indents that can be registered by an individual has since been withdrawn. The contractors of M/s.

Oil India can, therefore, now register their full requirements of indents for supply of wagons.

[*Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964*].

Recommendation (Serial No. 30) Para No. 49.

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

REPLY OF GOVERNMENT

In January, 1962 applications were received by the N.F. Railway Administration from M/s. Burmah Oil Company and Indian Oil Company for licensing of Railway land in their favour for installations of petroleum depots at three stations on the Rangapara North—North Lakhimpur—Murkong Seleck Railway Line, construction of which had just then been taken in hand. When these applications were received, the formalities in connection with acquisition of land through the State Government had not been concluded, though the Railway Administration had managed to start their construction work by securing amicable possession of the minimum land required for the construction of formation by direct negotiations with land owners.

As the Railway had not acquired the legal title to the land and on the advice of the Legal Advisers, it was not considered expedient to grant lease of the land to the oil companies at that stage, but to wait till the land acquisition proceedings had been completed by the Revenue Authorities.

The present position is that proposals in regard to leasing of land at two of the stations, namely, Charali and North Lakhimpur have since been finalised by the Railway, in consultation with the State Government although the legal title to the land has not been formally transferred to the Railway. The proposal in regard to the 3rd station, namely, Rangapara North is under finalisation.

[*Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964*].

Recommendation (Serial No. 31) Para No. 50.

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

REPLY OF GOVERNMENT

Field Liaison will continue to be maintained on the lines commended by the Estimates Committee.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 32) Para No. 51.

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

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

REPLY OF GOVERNMENT

The pit-head price of Assam coal has always been higher than that of the Bengal-Bihar coal. During 1963-64, there was an increase in the price of Assam coal by Rs. 4:46 per tonne as against the increase of only Rs. 1:58 per tonne in the case of Bengal-Bihar coal. The relatively higher increase in the price of Assam coal thus further increased the difference between the pit-head price of Assam coal and that of Bengal & Bihar coal, amounting to approximately Rs. 10 per tonne.

The economics of supply of coal to the various sheds on the North-east Frontier Railway has been examined and the position is that, taking into account the pit-head prices of the Assam and the Bengal & Bihar coals, the cost of Assam coal inclusive of sales-tax, cess charges and the freight compares favourably with that of the Bengal & Bihar coal upto Chaparmukh. The cost of Bengal and Bihar coal for any shed situated on the Katihar side of Chaparmukh will, therefore, be more favourable. In actual practice, however, Assam coal is supplied upto Bongaigaon and Dubri which is mainly with the object of using more of Assam coal. The present programme for Assam coal caters for 0.3 million tonnes per annum as against the requirements of 0.182 million tonnes per annum upto and including Chaparmukh.

As regards dieselisation on the Northeast Frontier Railway, the section between Katihar and Lumding has already been fully dieselised while the Lumding-Badarpur Section has been partially dieselised. The question of extension of dieselisation in Assam region will be considered as and when the need arises from the traffic and operation points of view.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 33) Para No. 53.

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

REPLY OF GOVERNMENT

Instructions have since been issued to the Chief Security Officer, Northeast Frontier Railway to take immediate steps to tighten up

security measures, particularly in transshipment yards and loco sheds, against pilferage of coal.

The Northeast Frontier Railway have also been asked that their Fuel Central Organisation should institute devices to locate every source of avoidable loss and wastage in the utilisation of coal and take prompt action to control them. The main points to be included in the campaign for fuel economy, have also been advised in Board's letter No. 63/Fuel/289/17 dated 16th April 1964 (copy enclosed—Appendix II).

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 34) Para No. 54.

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

REPLY OF GOVERNMENT

The Northeast Frontier Railway have been advised to make an analytical study of the various factors which influence the coal consumption rate and sort out the adverse features affecting coal consumption and take appropriate steps for controlling it. The Fuel Control Organisation on the Railway has been geared up to institute intensive drives for achieving maximum economy in the use of fuel by eliminating avoidable wastage.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 35) Para No. 55.

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

REPLY OF GOVERNMENT

The rate of consumption of coal on the goods services on the Broad Gauge Section of the Northeast Frontier Railway has since 1477 (Aii)LS—4.

improved very considerably. The rate of consumption has dropped from 66.9 Kg./1000 G.T. Km. in January, 1963 to 34.8 Kg./1000 G.T. Km. in February, 1964. However, the Railway have been asked to conduct a detailed study on the fuel performance of the B.G. system with the object of bringing down the coal consumption rate.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial Nos. 36 & 37)—Para Nos. 57-58

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

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

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

REPLY OF GOVERNMENT

The need for an additional fast train on the main line sections of the North Eastern and N.F. Railways has been felt for some time, but it has not been possible so far to put on such a service mainly because of lack of spare line capacity on some sections, particularly east of Siliguri and partly because of shortage of locomotives and coaching stock.

2. With the prospect of some release of line capacity on the Gauhati-Siliguri-Katihar section after the commissioning of the products pipe line between Gauhati and Siliguri by 15th August, 1964 and with the curtailment of the run of 5 Up/6 Dn. North Bank Expresses (Now designated as Kamrup Expresses) on the Siliguri-Katihar-Maniharighat section and their diversion to and from New Jalpaiguri from 1st April, 1964, it is hoped to introduce a daily Express train between Gauhati and Lucknow with effect from 15th August, 1964. On the introduction of the proposed daily Express trains, the biweekly Military Mails, running at present between Lucknow on the one hand and Siliguri and Gauhati on the other, will be cancelled. This should secure optimum use of the line capacity now taken up by the

biweekly Military Mails and of the locomotives and coaches running on them.

3. To relieve the rush on Nos. 1/2 Avadh Tirhut Mails and Nos. 3/4 Assam Mails and also to cater to the needs of a large number of Defence personnel travelling to and from stations in Assam in Upper class, it has been tentatively decided to provide first and third classes of accommodation on the proposed daily Express trains. The decision to provide an ordinary Express train with these classes of accommodation has been taken in view of the circumstances obtaining, on which it is almost impossible to put on a Janta train. The bulk of the accommodation to be provided in the proposed train will, however, be third class.

4. With the introduction of the aforementioned daily Express trains between Lucknow and Gauhati, the overcrowding, which is confined to Main line trains, is expected to be considerably eased. It is not feasible to introduce any short distance trains on the main line sections of N.F. Railway for lack of spare capacity.

5. Apart from the steps taken to relieve overcrowding on the N.F. Railway by introducing additional trains, and augmentation of loads of existing trains, as indicated in para 57 of the 43rd Report of the Estimates Committee, a pair of Fast Passenger trains has been introduced between Lumding and Tinsukia during day light hours from 1st April, 1964, in lieu of 63/64 Passenger trains, which were cancelled from 13th April, 1964 with the suspension of night running on the Lumding-Mariani section. The suspension of night running of passenger trains on this section still continues and this precludes the possibility of introducing any additional train on this section.

6. There is no overcrowding on the branch lines of the N.F. Railway and the existing services are considered adequate to meet the present requirements of traffic.

7. However, the question of introducing a few diesel car services on some short sections of N.F. Railway is under examination and such action as is feasible will be taken in the matter.

[Ministry of Railways (Railway Board) O.M. 64-B(C)-EC/III/43, dated the 14th July, 1964].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Introduction of short distance passenger trains and diesel rail cars and of one Janta train on N.F. Railway.

In the reply of Government to these recommendations, it has been stated that "(i) it is hoped to introduce a daily Express train between

Gauhati and Lucknow with effect from 15th August, 1964; and (ii) however, the question of introducing a few diesel car services on some short sections of N.F. Railway is under examination and such action as is feasible will be taken in the matter”.

The latest position regarding introduction of (i) Daily Express train between Gauhati and Lucknow and (ii) a few diesel car services on some short sections of the N.F. Railway, may kindly be intimated for the information of the Committee.

[L.S. Sectt. O.M. No. 5/19 (1) EC/64, dated the 4th January, 1965].

FURTHER REPLY RECEIVED FROM GOVERNMENT

(i) *Introduction of a daily Express train between Lucknow and Gauhati.*

With effect from 15th August, 1964, a daily express train viz. 15/16 Assam Express has been introduced between Lucknow and Gauhati.

(ii) *Introduction of diesel rail car services on some short sections on N.F. Railway.*

The question of introduction of diesel rail cars is still under examination. It may, however, be stated that in the immediate future no rail cars can be introduced on this Railway, as no spare cars are available.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43 dated the 24th February, 1965]

Recommendation (Serial No. 38) Para No. 59.

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

REPLY OF GOVERNMENT

During the six months from October 1963 to March 1964, substantial improvement has been effected in the running of all types of passenger carrying trains, on the North-east Frontier Railway, as will be seen from the percentage of trains not losing time indicated below:—

	Mail Exh.	Other Passenger	Overall
October, 1963	89.5	80.2	84.0
November, 1963	85.0	80.3	85.0
December, 1963	77.8	81.8	85.5
January, 1964	86.3	86.7	89.0
February, 1964	90.9	90.4	91.3
March, 1964	93.5	88.3	90.5

A comparison of these figures with the figures for the corresponding periods in 1962-63, 1961-62 and 1960-61 and the period April to September in all the 4 years shows that the improvement in the running of trains during the 6 months ending 31-3-64 has been very considerable.

The punctuality of passenger carrying trains invariably receives close and constant attention of the Railway Administration and also the Railway Board.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 39)—Para No. 60

The Committee find that there continues to be heavy time-lag in the publication of statistics.

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

REPLY OF GOVERNMENT

The Railway Administration are fully conscious of the need for the prompt collection of initial Statistical Data from various Stations, Yards, Workshops, Depots etc., their consolidation at the Head Quarters and their publication in time so that they can be of real use. As the Committee have recognised in para 60 of their Report that the initial handicaps of the administration in compilation of statistics due to lack of experienced staff and Calculating Machines etc. are being steadily overcome. The Statistical Branch of N.F. Railway has already been able to reduce the overall average delay in the submission of the Monthly Returns to the Board from 7 days in 1961-62 to 4 days in 1963-64. Mechanical data processing equipment is being installed on the N. F. Railway by August 1964 and this should help further to bring the promptness of Compilation of Statistics on that Railway to normal.

The delay in the printing of Domestic Statistics, arises from the Railway having to depend entirely on private presses located in Calcutta, Delhi, Lucknow for printing these Statistics because of lack of printing capacity in the Pandu area. As pointed out by the Estimates Committee, the early availability of Statistics is of vital importance, and the Railway Administration is, therefore, being instructed to bring out cyclostyled copies of the important efficiency statis-

tics covering the different aspects of Railway Working for distribution amongst the Officers and staff concerned in advance of the printed pamphlets.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 40)—Para No. 61

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

REPLY OF GOVERNMENT

All the 417 stations on the Northeast Frontier Railway have since been provided with basic amenities.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 41)—Para No. 62

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

REPLY OF GOVERNMENT

Instructions have been issued to the N. F. Railway that funds allotted under the Plan Head 'Passenger Amenities' should be fully utilized to the best advantage.

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 42)—Para No. 63

It has been represented to the Committee that passenger amenities at Ferry Ghats viz., Sakrigalihat, Manihari Ghat and Sahib

Ganj are inadequate, and that the passengers have no protection from sun and rain as no waiting halls have been provided there. As it may not be possible to provide covered accommodation due to frequent shifting of the ghats, the Committee suggest that the Railways concerned might consider the feasibility of utilising old and unserviceable coaches for the purpose.

REPLY OF GOVERNMENT

The Eastern and the Northeast Frontier Railways have been instructed to consider the feasibility of using old and unserviceable coaches as waiting accommodation for passengers.

[*Ministry of Railways (Railway Board) O.M. No. 64-B (C)—EC/III/43, dated the 14th July, 1964.*]

Recommendation (Serial No. 43)—Para No. 64

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

REPLY OF GOVERNMENT

Amenities such as retiring rooms, refreshment rooms, etc., are kept in view in planning the facilities at various stations and are being provided to the extent they are required.

Refreshment rooms have already been provided at New Jalpaiguri station and retiring rooms are also being planned at that station.

The N.F. Railway are taking steps to provide retiring rooms at Tezpur, Darjeeling and Karimganj and additional retiring rooms at Gauhati at an early date.

[*Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964.*]

Recommendation (Serial No. 44)—Para No. 65

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

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

REPLY OF GOVERNMENT

A tourist counter has already been opened by the Government of West Bengal at Siliguri Jn. station and this will be shifted to the New Jalpaiguri Jn. station when the station building is completed, as desired by the State Government.

In regard to the development of suitable places to attract more tourist traffic, the Central Government is responsible for the provision of facilities for foreign tourists and the State Governments are responsible for facilities for home tourists.

Schemes have already been included in the IIIrd Plan, for the provision of facilities for tourists at Darjeeling, Gauhati, Shillong, Kaziranga Game Sanctuary, which are important tourist centres with potential from the point of view of foreign tourist traffic. The Government of West Bengal have also prepared a comprehensive plan to establish a net-work of tourist offices within the IIIrd Plan.

The N.F. Rly. is maintaining liaison with the West Bengal Government and necessary assistance will be given to them as and when they decide to open tourist counters at some more stations.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964].

Recommendation (Serial No. 45)—Para No. 67

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

REPLY OF GOVERNMENT

Instructions have been repeated to the General Manager, North-east Frontier Railway that concerted and sustained efforts should be made to dispose of all long pending claims urgently. A copy of letter No. TCIII/3534/63/Estimates Committee-III dated 19-3-64 addressed to the General Manager, Northeast Frontier Railway is attached for ready reference (Appendix III).

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 46)—Para No. 71

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

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

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

REPLY OF GOVERNMENT

Specific instructions have been issued to the Northeast Frontier Railway and also to other Railways that concerted and sustained efforts should be made to intensify measures for claims prevention and security in order to effect further improvement in the amount of claims paid. A copy of Board's letter No. TCH/3534/63/Estimates Committee-I, dated 20-3-64 addressed to the General Manager, Northeast Frontier Railway with endorsement to other Railways is attached for ready reference (Appendix IV).

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 47)—Para No. 72

The Committee understand that no separate figures are maintained at present in respect of claims arising out of damage by wet

to tea. As tea is a precious commodity, the Committee, would suggest that specific record should be kept of claims paid on account of damage by wet to tea, so that the effectiveness of remedial measures taken could be adjudged readily.

REPLY OF GOVERNMENT

Railways already maintain separate figures in respect of claims arising out of damage by wet to tea although these are not published in the Annual Reports. The number of claims and the amount paid by Railways on account of damage by wet to tea during the years 1960-61, 1961-62 and 1962-63 are as under:—

	No. of claims paid	Amount paid
1960-61	1791	7,80,150
1961-62	1557	5,96,729
1962-63	1242	5,01,193

It will be observed that both the number of claims settled and the compensation paid has been steadily falling from year to year.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 48) Para No. 73

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

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

REPLY OF GOVERNMENT

Even under present regulations, the delivery of consignments received in damaged conditions is granted by Senior Staff of suitable Status depending upon the quantum of damage. However, instructions have been issued to all Railways that the incidence of

malpractices reported should be investigated urgently and suitable remedial measures, including, *inter alia*, a review of the delegation of powers to grant open/assessment delivery consistent with the need for prompt action. A copy of letter No. TCIII/3534/63/Estimates Committee-IV dated 25-3-64 addressed to the General Managers, All Indian Railways is attached for ready reference (Appendix V).

[Ministry of Railways (Railway Board) O.M. No. 64-B (C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 49) Para No. 75

The Committee understand that no meeting of the Catering Supervisory Committee and the Book Stall Committee was held during 1962-63. It is obvious that if these Committees have to serve any useful purpose, it is necessary that not only they should meet regularly but that the suggestions made by them should receive sympathetic consideration of the Administration for prompt implementation.

REPLY OF GOVERNMENT

Instructions have been issued to the N. F. Railway Administration that meetings of the Catering Supervisory Committee and the Bookstall Committee should be held regularly at least once every half year and that the suggestions made by them should be promptly pursued and implemented.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 50) Para No. 76

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

REPLY OF GOVERNMENT

Instructions have been issued to the Northeast-Frontier Railway stressing the need for continuous efforts to improve the standard of catering.

2. The South-Eastern Railway have been asked to draw up, in consultation with the Tea Board, which has its Headquarters in Cal-

cutta, detailed instructions in regard to preparation and service of tea of good quality in trays as well as in cups. These instructions when drawn up will be issued to all Railways including Northeast-Frontier Railway for implementation.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 51) Para No. 77

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

REPLY OF GOVERNMENT

The observations of the Committee are noted.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 52) Para No. 78

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

REPLY OF GOVERNMENT

It has been decided to replace the buffet cars now running on certain trains on the Northeast Frontier Railway by dining cars. One new dining car has already been made over to the Northeast Frontier Railway and this will be followed by eight more dining cars now being built.

2. It would be possible to eliminate smoke and dust from dining cars only by air-conditioning them and providing electric cooking tanges. Air-conditioning of all dining cars is not possible since air-

conditioning equipment has to be imported and requires foreign exchange. Electric cooking ranges use so much electrical energy that they can be installed only where diesel generator cars provide adequate power. However, the provision of gas, instead of coal for cooking is being tried in one proto-type dining car.

3. Efforts to reduce smoke nuisance have so far consisted of providing fire places with hoods, flues, exhaust fans etc. and isolating the dining area with intermediate doors. With the change-over from timber to steel or timber-cum-steel construction, metal windows and runners are being provided and these make the dining compartment reasonably dust-proof.

4. The suggestion for introducing Departmental catering when new dining cars become available has been noted. The introduction of dining cars on trains Nos. 7 Up/8 Dn. South Bank Mail, 5 Up/6 Dn. North Bank Express and 3 Up/4 Dn. Assam Mail is under consideration.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 7th September, 1964].

Recommendation (Serial No. 53) Para No. 79

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

REPLY OF GOVERNMENT

The Railways have been directed to take action in terms of the recommendation.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 54) Para No. 80-81

The Committee note that the existing agreement with the Assam Government provides that the Transport Agents, shall, at their own expenses, establish and keep up a depot at Shillong, to be approved by the Railway Administration, with proper and safe warehouses and godowns for collection, receipt, delivery, storage, loading and unloading of all such goods, wares, livestock, parcels and luggage. The Committee are surprised that there is no specific provision about

the inspection by Railways of passenger amenities to be provided in out-agency. They suggest that a suitable provision in this behalf should be incorporated in the agreement which is stated to be under revision. The Railways should also take up with the Assam Government the question of providing adequate godown facilities at Shillong.

REPLY OF GOVERNMENT

The Government of Assam have been requested by the N. F. Railway to provide adequate godown facilities at Shillong, according to the terms of the out-agency agreement executed with the Railway Administration. Regarding inspection by the Railway, of the passenger amenities to be provided at the out-agency, a suitable clause will be incorporated in the new agreement of the Shillong out agency.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 56) Para No. 84

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

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

REPLY OF GOVERNMENT

In the context of operating conditions and movement priorities during the emergency in Assam and for some months following, restrictions had to be imposed on the release and free movement of empties due P.O.H. in the direction of Dibrugarh Workshops. These affected an adequate and regular feed of such wagons into the Dibrugarh Workshops and this in turn affected the P.O.H. outturn.

The position has improved, with the easing of the situation and the P.O.H. outturn of wagons from Dibrugarh Workshops is now normal, as indicated below:—

Month	Outturn
December' 63	.. 131
January' 64	.. 135
February' 64	.. 124
March' 64	.. 135

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 57) Para No. 85.

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

REPLY OF GOVERNMENT

The expansion works are in advanced stages of completion and the planned outturn is expected to be reached by the end of the Third Plan.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 58) Para No. 86

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

REPLY OF GOVERNMENT

The Iron & Steel Controller has accorded 'operational priority' for the supply of some steel required for this workshop. Instructions have been issued to the Railway Administration to keep a watch on the supply of steel and take necessary steps immediately in the event of any difficulties being experienced.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 59) Para 90(a)

The Committee note that while there would be adequate capacity at the end of the Third Plan for undertaking the P.O.H. of locomotives and wagons in the Workshops of Northeast Frontier Railway, there would still be a shortfall of 21.7 per cent. in the case of coaches. The Committee would suggest that intensive measures should be taken to increase productivity in the Workshops of Northeast Frontier Railway and reduce the time taken for the periodical overhaul of coaches, so that it becomes self-sufficient in this matter.

REPLY OF GOVERNMENT

Intensive measures are being taken, and will be closely followed up, to increase productivity and outturn in the workshops of the Northeast Frontier Railway, so that the Railway may be able to

achieve self-sufficiency in the matter of P.O.H. of M.G. coaches to the maximum extent possible. Depending on the results of the productivity drive and upon the position as it finally emerges when the Bongaigon workshop goes into production, the question of expansion of this workshop to the extent necessary to meet any shortfall as well as to meet the requirement of additional holdings during the 4th Plan will also be taken up in due course.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 60) Para No. 90(b)

A Departmental Committee appointed in 1958 to suggest location of a new Workshop on the Northeast Frontier Railway had originally suggested Siliguri area as offering the best site. The Committee have no doubt that when the question of developing workshop facilities for Broad Gauge rolling stock on the Northeast Frontier Railway is considered by the Railway Board, they would keep in view the advisability of locating it in a central place in Siliguri area.

REPLY OF GOVERNMENT

Noted. This will be kept in view when the need for setting up a new separate workshop for Broad Gauge repair facilities on the Northeast Frontier Railway arises.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 61) Para No. 91

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

REPLY OF GOVERNMENT

Difficulties in getting supplies of steel sections (other than M 5 class II), tool steels, non-ferrous ingots and cast steel items referred to by the Committee in para 91 of their Report are of a general nature and are a country-wide problem in the context of the limited indigenous availability and the increasing demands of industry as a whole. The problem is thus not peculiar to the Northeast Frontier

Railway and has to be faced by all the Indian Railways and by industry as a whole in the country. The Railways and the Railway Board are taking steps to obtain maximum possible allocations of these materials from indigenous production for meeting the Railways' requirements and for their equitable distribution between the various zonal railways. Imports wherever necessary are also being arranged to cover requirements. The position is generally improving and the shortage has now eased to some extent.

The position of movement of materials from Calcutta or other areas to N. F. Railway has also eased.

In regard to workshop manufactured stores and duplicates, as much assistance as possible is being rendered to the Northeast Frontier Railway by the other Zonal Railway Workshops, and their requirements are given the fullest consideration by the Chief Mechanical Engineers of the other Railways who are fully aware of the difficulties of the N. F. Railway. Simultaneously, steps have also been taken to increase the production of spares in the N. F. Railway workshops, and further facilities are being provided in the Dibrugarh workshop for manufacturing various items, e.g., in the Forge Shop a new 1½ ton pneumatic hammer has been installed so that heavy forging work can be undertaken in that workshop.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III 43, dated the 14th July, 1964].

Recommendation (Serial No. 62) Para No. 92

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

REPLY OF GOVERNMENT

The trend of workshop repair cost per POH of coaching vehicles in the Dibrugarh workshop during the last 5 years is showing considerable improvement. Every endeavour is being made by the Railway to reduce the cost of repairs by increased productivity. The remodelling of the workshop with a view to improving facilities inside the shops is in progress. A production Control Organisation has been set up in the Dibrugarh workshop to systematise procedure as a pre-requisite for the introduction of incentive system of working. As a further step, an incentive system of working is being introduced on the carriage repair side and the staff are expected to be

covered under the scheme completely during the current year. As a result of increased outturn and productivity by these methods, the cost of labour per unit POH is expected to be brought down. The 'on-cost' will also be distributed over a larger quantum of outturn.

It is expected that with these measures the cost of POH of carriages in Dibrugarh Shops would come down appreciably.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 63) Para No. 93

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

REPLY OF GOVERNMENT

The observation of the Committee is noted. A job costing system was not introduced earlier as it took time to establish the Production Control Organisation and to fix the various time and materials standards. The Production Control Organisation has now been established in Dibrugarh workshop and fixation of time-standards is also nearing completion. Active steps are being taken for early introduction of proper job costing and accounting procedures at Dibrugarh. Similar procedures of cost accounting and job costing will be introduced in the new workshop at Bongaigaon when it goes into production by the end of 1965.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 64) Para No. 94

The Committee suggest that the incentive system of working may be extended to the workers in the Dibrugarh Workshop as also to other workshops on the Northeast Frontier Railway. The Committee have no doubt that the Railways would take necessary steps to ensure that the incentive system of working is enforced in the new Carriage and Wagon Workshop at Bongaigaon as early as possible.

REPLY OF GOVERNMENT

Of the 5 Workshops on the N.F. Railway, located at Dibrugarh, Bongigaon, Pandu, Tindharia and Bagdogra, Dibrugarh, being a major workshop, was selected for the introduction of incentive scheme in the first instance.

2. A start was made in May, 1962 with the introduction of the incentive scheme in the Dibrugarh Workshop. Out of 1327 men expected to be brought under incentive scheme 40·7 per cent or 540 men have already been put on incentive working by 31st March, 1964.

3. This progress has been achieved in spite of disturbances in NEFA area and other unfavourable factors.

4. The Pandu, Tindharia and Bagdogra Workshops each have less than 500 staff and were therefore not considered for the introduction of the incentive scheme, in the first phase.

5. Although Bongaigaon has more than 500 staff strength, this workshop is still in the process of being developed and it is not advisable to conduct time studies and build up allowed times on the unstable conditions existing at present. The introduction of the incentive scheme in the Bongaigaon Workshop will be taken up after the developmental work is over and conditions of working have stabilised.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 65) Para No. 95

The Committee are glad to be informed that the value of dead surplus stores is nil at present.

REPLY OF GOVERNMENT

This has been noted.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 66) Para No. 95

The Committee note that the value of stores surrendered as scrap on Northeast Frontier Railway, which was nil in 1960-61 and 1961-62, has risen to Rs. 0·94 lakhs in 1962-63. The Committee would suggest that the reasons for this increase may be investigated and remedial measures taken.

REPLY OF GOVERNMENT

The value of stores surrendered as scrap on the Northeast Frontier Railway in 1962-63 was Rs. 94,000. This is only 0.25 per cent of the total stores balance of Rs. 371.58 lakhs as on 31st March, 1963. It may be mentioned that before any stores are discarded as scrap, these are required to be surveyed by a Committee of Officers with a view to finding out alternative uses. Although such stores were surveyed during 1960-61, 1961-62 and 1962-63, it was only in 1962-63 that stores valued at Rs. 0.94 lakhs were discarded as scrap. Railway Administrations have, however, already been advised to take effective measures for early liquidation of surplus scrap.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 67) Para No. 96

The Committee find that there has been a shortfall in the building of staff quarters in 1960-61 and 1962-63. Considering the geographical and strategic position of the area, the Committee feel that every effort should be made to construct the number of quarters originally programmed.

REPLY OF GOVERNMENT

A Statement showing the number of quarters programmed on the N.F. Railway during the various years of the 3rd Plan and the quarters actually completed each year is given below. These figures do not include the quarters constructed against specific schemes and new lines:

Year	No. of quarters programmed	No. of quarters completed
1960-61	564	1200
1961-62	752	1245
1962-63	1517	997

The number of staff quarters constructed has been increasing year by year except during 1962-63, when the number fell during the emergency conditions prevailing on this Railway.

2. The special circumstances of the N.F. Railway have always received—and will continue to receive—due consideration in framing programmes for construction of quarters, and the proportion of staff housed in Railway accommodation is much higher (60 per cent) on that Railway than on the others (35 per cent).

3. Provision made by an individual Railway in their 3rd Plan frame for construction of quarters is not a final criterion in this matter. While drafting the Plan, tentative provision is made by the different Railways, based on their assessed requirements, but the final Plan is prepared in the Railway Board's office, taking into consideration the requirements of all the Railways and keeping in view the ceilings laid down by the Planning Commission for various categories of works. Based on these assessments the Railway Board allots funds from year to year for quarters on each individual Railway, and the provision made in the final Works Programme of the Railway would be a better criterion to judge the performance of the Railway in this respect.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 68) Para Nos. 97-98

68. The 'kutchas' quarters were built at a cost of Rs. 160 lakhs and an expenditure of about Rs. 40 lakhs per year on their maintenance is obviously very high. In fact, as admitted by the Ministry of Railways, in evidence, it means that the 'kutchas' quarters are practically rebuilt once every four years. The Committee would suggest that the Railways should consult the Ministry of Defence and the Government of Assam who may have experience of maintaining such 'kutchas' construction with a view to devise effective measures to reduce their maintenance cost till they are replaced by 'Pucca' quarters.

REPLY OF GOVERNMENT

The N.F. Railway Administration are in contact with the Defence Authorities (MES) and the Government of Assam (PWD) to draw on their experience for measures to reduce the cost of maintenance of kutchas quarters in the Assam region. The Railway administration also is concurrently exploring all possible means to that end.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

FURTHER NOTE FURNISHED BY GOVERNMENT

Further to the issue of reply on the above subject sent with the Ministry of Railway's O.M. No. 61-B(C)—EC/III/43 of 14th July, 1964, the Railway Administration have examined the practices followed by the Ministry of Defence (MES) and the Assam PWD with a view to reduce the high maintenance costs of *kutchha* quarters during the intervening period until the *kutchha* quarters are fully replaced by *pucca* quarters on a phased programme.

In so far as the MES are concerned, they generally build *kutchha* quarters only if they are not likely to be required for more than two years. When they find it necessary to retain the structures beyond that period, they provide for complete replacement by new *pucca* structures and as such their maintenance cost is as low as 1½ per cent to 5 per cent for petty minor repairs only. The cost of complete renovation of *kutchha* quarters every fourth year or so, as is the case with the Railway, is not reflected in the maintenance cost of MES.

In the case of the Assam PWD, their maintenance cost of *kutchha* quarters is 17 per cent to 18 per cent of the capital cost of the structures as against 25 per cent of the Railway. In the former case, the capital cost of *kutchha* quarters is between Rs. 5 to Rs. 5.50 per sq. ft. as against Rs. 4 per sq. ft. in respect of the Railway quarters. In other words, the maintenance cost for 100 sq. ft. of PWD quarters comes to Rs. 90 on an average against Rs. 100 by the Railway. The difference in the cost of maintenance in these two cases is attributable to higher standard of specifications adopted by the PWD in the initial construction of their *kutchha* quarters. The maintenance costs on the Railways and the MES are not comparable, whereas the small variation in maintenance cost between the Railways and the PWD may be attributed to the difference in specification. If the interest on initial capital is also taken into account, there will hardly be any difference in the cost of service in the case of the Assam PWD and the Railway. The Railway administration have however, been advised to take all possible steps to reduce the maintenance cost as much as possible.

[*Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th September, 1964.*]

Recommendation (Serial No. 70) Para No. 99

The Committee are constrained to note that as many as 38.66 per cent of the total operating staff on Northeast Frontier Railway are

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

REPLY OF GOVERNMENT

A detailed assessment has been made of the various categories of staff who are due to be put through Refresher Courses and the following arrangements have been finalized to wipe off the arrears in Refresher Courses within the next year or two:—

- (i) Arrangements for giving Refresher Courses to class IV staff viz. Pointsmen, Shuntmen, etc., have since been decentralised and hereafter such courses will be held in the Districts instead of at the Zonal Training School.
- (ii) The existing hostel accommodation in the Zonal Training School at Alipurduar Junction is being temporarily augmented by 150 seats.
- (iii) It will take some time to pull up arrears in Refresher Courses for Station Masters and Assistant Station Masters as there is an acute shortage in these categories in all the Districts. 238 trainee Assistant Station Masters are under training at the Zonal Training School at Alipurduar and they are expected to complete their training and be available for posting by September, 1964. As soon as these staff join their stations of duty, it will be possible to release other batches of Station Masters and Assistant Station Masters to undergo Refresher Courses.

The Administration has also been advised to ensure that the implementation of the programme of Refresher Courses receives particular attention.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 7th September, 1964].

Recommendation (Serial No. 71) Para No. 100

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

REPLY OF GOVERNMENT

The administrative and financial implications of proposals either to expand the training school at Alipurduar or to set up a second school at Domohoni are under examination; a decision will be taken soon.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 7th September, 1964].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**Development of training capacity in the Area Training School**

In the reply of Government to this recommendation, it has been stated that "the administrative and financial implications of proposals either to expand the training school at Alipurduar or to set up a second school at Domohoni are under examination; a decision will be taken soon".

The decision taken in the matter may kindly be intimated for the information of the Committee.

[L.S. Sectt. O.M. No. 5/19(1)EC/64, dated the 4th January, 1965].

FURTHER INFORMATION RECEIVED FROM GOVERNMENT

The administrative and financial implications of proposals either to expand the existing Training School at Alipurduar or to set up a second school at Domohoni have been examined and it has been found that the need for the expansion of training facilities and incurrance of non-recurring expenditure of over Rs. 20 lakhs has not been established. The North-east Frontier Railway is being asked to let the Railway Board have additional information. The matter will be further examined on receipt of information from the N.F. Railway.

In the meantime barrack type accommodation is being provided in the Alipurduar School to step up the refresher courses.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 3rd February, 1965].

FURTHER INFORMATION RECEIVED FROM GOVERNMENT

Alternative proposals to expand the existing Training School at Alipurduar or set up a second School at Domohoni have been further reviewed and it has been decided to keep these proposals in abeyance because both involve heavy expenditure. Immediate requirements have been met by adding two more halls in the same building and partitioning two other big class rooms, to accommodate upto 500 trainees at a time, and constructing barracks for extension of hostel accommodation. The new Hostel has been formally opened on 1st July, 1965. Thus, the total capacity of the hostel has been increased from 272 to 422.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 7th August, 1965].

Recommendation (Serial No. 72) Para No. 101

The Committee are surprised to note that while the number of scheduled castes appointed against reserved posts was more than the reserved quota in 1961-62, there has been a steep shortfall in their recruitment in 1962-63. They also note that there has been a marked shortfall in the recruitment of scheduled tribes particularly against class III posts, during the last two years. The Committee would stress that special effort may be made by the Railways to recruit scheduled castes and scheduled tribes to fill the reserved vacancies.

REPLY OF GOVERNMENT

Even before the Committee's report was received, Government had noticed the shortfall in 1962-63 and had asked the General Manager, N.F. Railway, to take necessary steps to accelerate the intake of Scheduled Castes and Scheduled Tribes candidates. The measures taken included 8 selections in 1963-64 under the G.M.'s special powers in addition to normal recruitment. It has been possible to recruit 107 and 216 Scheduled Castes candidates against 139 Class III and 250 Class IV vacancies respectively, including carry-forward vacancies from previous years. However, the recruitment of Scheduled Tribes came up only to 39 and 146 against 370 Class III and 436 Class IV vacancies respectively.

The reason for the shortfall in recruitment of Scheduled Tribes is that there are few applicants from these tribes, and, even of those who apply, many are found unsuitable. This is particularly so in

the case of technical categories. As a remedy the State Governments have been approached with a view to popularising Technical Training Courses among Scheduled Tribes as well as Scheduled Castes.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 73) Para No. 102

The Committee are glad to note the improvement effected in the disposal of pending cases relating to payment of Provident Fund and Gratuity. They would, however, stress that payment of provident fund and gratuity should be made without delay to the staff and that in particular no effort should be spared to ensure prompt payment to the widows and dependants of the deceased employees.

REPLY OF GOVERNMENT

Railway Administrations have again been asked to intensify their efforts to clear their arrears of pending Provident Fund cases and to make prompt payments in current cases as they arise.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

Recommendation (Serial No. 74) Para No. 103

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

REPLY OF GOVERNMENT

The Committee's recommendation has been noted.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 14th July, 1964].

CHAPTER III

RECOMMENDATION WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLY

Recommendation (Serial No. 55) Para No. 82

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

REPLY OF GOVERNMENT

The Government of Assam were requested by the Northeast Frontier Railway Administration to revise the existing road transport charges for fresh fruit, in the light of the recommendations of the Estimates Committee, but they have advised that no reduction can be made in view of the high costs of road operation on hill roads. The matter being one within the sole competence of the State Government, no further action seems possible for the time being.

[Ministry of Railways (Railway Board) O.M. No. 64-B(C)—EC/III/43, dated the 7th September, 1964].

CHAPTER IV

RECOMMENDATION IN RESPECT OF WHICH REPLY OF GOVERNMENT HAS NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Serial No. 69) Para Nos. 97-98

The hutch quarters were built at a cost of Rs. 160 lakhs and an expenditure of about Rs. 40 lakhs per year on their maintenance is obviously high.

In fact, as admitted by the Ministry of Railways, in evidence, it means that the 'kutch' quarters are practically rebuilt once every four years

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

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

REPLY OF GOVERNMENT

While the cost of maintenance of kutch quarters is admittedly high when expressed as a percentage of the cost of their construction, it is submitted that the total cost to the Railway of pucca quarters including interest and depreciation as well as maintenance will not be very much less than that of kutch quarters. The cost of replacing all the 8204 kutch quarters expected to be in use at the end of the Third Five Year Plan period would be of the order of Rs. 6·23 crores. With the recovery of rent limited to 7½ or 10 per cent of the emoluments of the staff occupying such quarters (which are mostly Type I and Type II), the return to the Government will only be of the order of about 1 to 2 per cent, and the loss to the Government will thus be quite considerable.

Moreover, funds under the plan head 'Staff Quarters' are limited to 35 crores, and there is a pressing demand for more quarters to house essential operating staff appointed to cope with the increasing traffic on all the Railways. The estimated cost of about Rs. 6·23

crores being a large slice of the total of 35 crores, it has not been possible in this context to make larger allotments to the Northeast Frontier Railway for the replacement of kutchha quarters. It is, therefore, proposed to improve these quarters to semi-permanent type which will reduce the cost of maintenance appreciably. The improvements proposed to be carried out in four stages are indicated below:

1st Stage—Replacement of posts supporting the roof by rail posts or RCC precast posts, depending on availability of materials, and replacement of the roof by A.C. sheets or C.I. sheets on rail or wooden trusses.

2nd Stage—Replacement of bamboo walling by 5" brick wall.

3rd Stage—Replacement of service privy and bath room.

4th Stage—Replacement of bamboo compound wall.

The total cost of all the four stages of improvement is estimated at Rs. 2.4 crores, the cost of the first two stages alone being Rs. 1.42 crores. It is proposed to start with the first two stages, spread over 5 years, and a special allotment of Rs. 20 lakhs is being provided on this account for 1965-66. During the Fourth Plan the allotment will be increased, so that by the end of that Plan the first two stages of improvements will have been carried out in all the kutchha quarters, maintenance costs reduced considerably.

[*Ministry of Railways (Railway Board) O.M. No. 64-B(C)-EC/III/43, dated the 14th July, 1964.*]

COMMENTS OF THE COMMITTEE

The Committee note that the four stages of improvement for 'kutchha' quarters envisaged by the Ministry of Railways would entail an expenditure of Rs. 2.4 crores as against Rs. 6.23 crores for replacement of 'kutchha' quarters by 'pucca' quarters.

The Committee feel that having regard to the cost of maintenance of 'kutchha' quarters and the fact that the improvements proposed to be carried out to these quarters by the Railways to make them semi-permanent would be spread over several years and would entail considerable expenditure of Rs. 2.4 crores, it may be better to draw up a phased programme for replacement of 'kutchha' quarters by 'pucca' quarters.

NEW DELHI:

Dated the 27th November, 1965.

Agrahayana 6, 1887 (Saka).

ARUN CHANDRA GUHA,

Chairman,

Estimates Committee.

APPENDIX I

(Vide reply to recommendation Serial No. 2 in Chapter II).

EXTRACT FROM THE RAILWAY BUDGET DISCUSSION IN THE LOK SABHA ON 26TH FEBRUARY, 1964.

Shri Dasappa: Therefore, the policy is very clear: that wherever there is traffic justification, in areas where we have the metre gauge system now, there, we will consider the question of converting the metre gauge into broad gauge. That is the first principle. Secondly, when laying down new lines, if the traffic justifies and if one or other end of that line is a broad gauge, then also we have got to consider the question of having a broad gauge line. Thirdly, where neither of the ends has a broad gauge, it would be impossible to think of a broad gauge between those two lines, because it is not worthwhile. Then we can only think of a metre gauge. These are certain basic principles by which we are going. I entirely agree that the ultimate design should be to have one gauge all over India and that gauge, there is no dispute, should be the broad gauge.

Shri Sezhiyan: For the Salem-Bangalore line, both ends are broad gauge.

Shri Dasappa: If the traffic justifies. It is a very important provision. If, supposing the traffic does not justify, then the likely result would be that having the broad gauge would mean more losses. That also is a simple matter for anybody to appreciate. Therefore, the question is, what we have chosen now is a very happy formula which we have adopted, namely, with regard to these new lines where the traffic does not justify a broad gauge, when we build up the track, culverts and the bridges—everything—will be for the broad gauge standards, so that if in the course of years it is found necessary that the metre gauge is not enough to lift the traffic, then we could easily convert it into the broad gauge."

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APPENDIX II

(Vide reply to recommendation Serial No. 33 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 63/Fuel/289/17.

New Delhi, dated 16th April, 1964.

To

The General Manager,
Northeast Frontier Railway
Pandur.

Sub:—43rd Report of the Estimates Committee regarding losses of coal on Northeast Frontier Railway.

The observations made by the Committee in para 53 of their 43rd Report are reproduced below:—

Para 53—Recommendation No. 33.

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

It will be observed that the Estimate Committee have expressed concern at the high percentage of loss of coal on the Railway.

Instructions have already been issued vide Board's letter No. 60 Sec. (CR) 187/9 (POL), dated 2nd April 1964 to the Chief Security Officer, Northeast Frontier Railway to take appropriate action to tighten up security arrangements to prevent pilferage losses. As regards losses on account of wastage, although there is hardly any intentional wastage of fuel, the Board desire that the Fuel Control Organisation should institute drives to locate every

source of avoidable losses and wastages in the utilisation of fuel and take prompt action to control the same. The main points which should be included in the campaign are:—

- (a) steps should be taken to ensure that the quantity of coal loaded into MG wagons at transshipment points is rectly recorded for proper accountal. ON
- (b) reweighment checks of coal wagons should be periodi conducted to keep a watch on transit losses.
- (c) coal consumption on shed movement should be controlled. The quantity of coal consumed in sheds services, should be assessed separately from that consumed in train working, for which targets for coal consumption in shed movements should be fixed separately for each shed according to its working conditions.
- (d) it should be ensured that the locomotive bunkers are caliberated properly and correctly to enable accurate assessment of tender balances.
- (e) trip rations should be re-fixed on properly conducted trials, wherever necessary.
- (f) coal receipts, consumption and issues should be carefully reconciled every month.
- (g) the Fuel Inspectors should frequently travel on the foot-plate of engines and guide the fireman in proper firing techniques as also the drivers in efficient enginemanship.

The receipt of this letter may, please be acknowledged and this Office advised of the action taken and the improvements affected in due course.

Sd/- (D. SORABJI),
Assistant Director (Fuel),
RAILWAY BOARD

Copy to Security Branch, Railway Board, New Delhi.

APPENDIX III

(Vide reply to recommendation Serial No. 45 in Chapter II)

MINISTRY OF RAILWAYS

(Railway Board)

No. TCIII/3534/63/Estimates Committee (3rd Lok Sabha)/III.

New Delhi, dated 19th March, 1964.

The General Manager,

N. F. Railway, Pandu.

Sub:—Expeditious disposal of long pending claims cases.

An extract of Recommendation No. 45 and relevant paras Nos. 66 and 67 contained in 43rd Report of Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—North East Frontier Railway is reproduced below:—

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

Claims

Claims cases.

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

Year	Brought forward from previous year	No. of fresh claims received and the number of cases re-opened	Total No. of claims	(Rs. in lakhs)	
				Total No. of claims disposed of	Amount paid as compensation
1960-61	5,284	21,567	26,851	23.989	21.35
1961-62	8,145	27,519	36,664	29,752	24.64
1962-63	5,912	29,424	35,336	31,356	27.47

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

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

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

The Railway Board desire that concerted and sustained efforts should be made to dispose of all long pending claims cases urgently to avoid the possibility of recurrence of such complaints in future.

Receipt of this letter may be acknowledged.

Sd/ (M. P. SATHAYE),
Jt. Director, Traffic (Rates),
RAILWAY BOARD.

APPENDIX IV

(Vide reply to recommendation Serial No. 46 in Chapter II).

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. TCIII/3534/63/Estimates Committee-I

New Delhi, dated 20th March, 1964.

The General Manager,
Northeast Frontier Railway.

Sub:—Claims Prevention measures etc.

Extract of Recommendation No. 46 and relevant para 71 contained in 43rd Report of Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—Northeast Frontier Railway are reproduced below:—

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

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

In the context of Northeast Frontier Railway which is susceptible to heavy rains, they would lay special emphasis on measures for making wagons watertight and provision of adequate covered accommodation in goods and

parcel sheds to prevent damage by wet of goods during storage. They would also stress that joint checks at transshipment and inter-change points by Claims Inspectors of the contiguous railways should be intensified so that it is possible to locate the origin of loss of packages and take necessary remedial measures to prevent recurrence."

2. The Railway Board desire that concerted and sustained efforts should be made to intensify the measures for claims prevention and security and thereby to effect further improvement in the amount of claims paid not only on through traffic but also in respect of local traffic.

3. The receipt of this letter may be acknowledged.

DA/Nil.

Sd/ (M. P. SATHAYE),
Jt. Director, Traffic (Rates),
RAILWAY BOARD.

No. TCIH/3534/63/Estimates Committee-I New Delhi, dated 20-3-64.

Copy forwarded to the General Managers, All Indian Rlys. (Except N. F. Rly), for information and similar action.

The receipt of this endorsement may be acknowledged.

Sd/- (M. P. SATHAYE),
Jt. Director, Traffic (Rates),
RAILWAY BOARD.

DA/Nil.

APPENDIX V

(Vide reply to recommendation Serial No. 48 in Chapter II).

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No. TCIII/3534/63/Estimates Committee-IV.

New Delhi, the 25th March, 1964.

The General Managers,
All Indian Railways.

An extract of Recommendation No. 48 and relevant para No. 73 contained in 43rd Report of Estimates Committee (3rd Lok Sabha), on the Ministry of Railways, Northeast Frontier Railway is reproduced below:—

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

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

2. The Railway Board desire that the incidence of malpractices should be investigated urgently and suitable remedial measures *inter alia* review of the delegation of powers to grant open/assessment delivery consistent with the need for prompt action be taken under advice to the Board.

The receipt of this letter may be acknowledged.

Sd/- (M. P. SATHAYE),
Jt. Director, Traffic (Rates),
RAILWAY BOARD.

APPENDIX VI

Analysis of the action taken by Government on the recommendations contained in the Forty-Third Report of the Estimates Committee

THIRD LOK SABHA

1. Total number of recommendations	74
2. Recommendations that have been accepted by Government (vide Recommendations Nos. 1 to 54, 56 to 68 and 70 to 74 referred to in Chapter II)	
Number	72
Percentage to total	97.3%
3. Recommendation which the Committee do not desire to pursue in view of the Government's reply. (Vide Recommendation No. 55 referred to in Chapter III)	
Number	1
Percentage to total	1.35%
4. Recommendation in respect of which reply of Government has not been accepted by the Committee. (Vide Recommendation No. 69 referred to in Chapter IV)	
Number	1
Percentage to total	1.35%

