

ESTIMATES COMMITTEE

NINETY-FIRST REPORT.

(THIRD LOK SABHA)

MINISTRY OF RAILWAYS

SOUTH-EASTERN RAILWAY



**LOK SABHA SECRETARIAT
NEW DELHI**

February, 1966/Phalguna, 1887 (Saka)

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(1965-66)

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

INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee, to submit the Report on their behalf, present this Ninety-First Report on the Ministry of Railways—South Eastern Railway.

2. The Committee took evidence of the representatives of the Ministry of Railways on the 10th, 11th and 12th November, 1965. The Committee wish to express their thanks to the Chairman, Railway Board, the Financial Commissioner, Railways, Member (Mechanical Engineering), Member (Staff), Member (Engineering), Additional Member (Finance), Additional Member (Commercial) and other officers of the Railway Board, and the General Manager, South Eastern Railway, for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to the representatives of the Indian Chamber of Commerce, Calcutta, the South Eastern Railway Passengers' Association, Fuleswar, (Distt. Howrah), the West Bengal Passengers' Association, Calcutta, the Bengal Chamber of Commerce and Industry, Calcutta, the Bengal National Chamber of Commerce and Industry, Calcutta, the Tata Iron and Steel Company, Jamshedpur, and the Hindustan Steel Limited, Ranchi, for giving evidence and making valuable suggestions to the Committee.

4. The Report was considered by the Committee on the 11th, 14th and 15th February, 1966, and adopted on the 15th February, 1966.

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

NEW DELHI-1;
February 21, 1966.
Phalguna 2, 1887 (Saka).

ARUN CHANDRA GUHA
Chairman,
Estimates Committee.

CHAPTER I

INTRODUCTORY

Brief History of South Eastern Railway

The Bengal Nagpur Railway Company (the forerunner of the South Eastern Railway) established in 1887, had as its nucleus a metre Gauge line from Nagpur to Rajnandgaon, to serve primarily agricultural interest and to carry surplus foodgrains from the Chattisgarh region to the famine-stricken areas in Central India. In April, 1888, the Katni-Umaria line was taken over and this was the first broad gauge line to form part of the Bengal Nagpur Railway. By November 27, that year, the metre gauge line from Nagpur to Rajnandgaon was also converted into broad gauge and it was decided to join it up with the East Indian Railway at Asansol. The entire main line Nagpur-Gondia-Raipur-Bilaspur-Chakradharapore-Sini-Purulia-Asansol as well as the extension of the Katni-Umaria line into Bilaspur (a length of over 1,287 Kilometres—about 800 miles) was completed by January, 1891.

In 1895, the Sini-Midnapore-Calcutta-Cuttack extension was sanctioned and the line opened for traffic in 1900. In the next year there came another Railway re-organisation. As a result of this reorganisation, the East Coast Railway ceased to exist as a separate unit and the Barang-Vishakhapatnam portion of that railway was merged in the Bengal-Nagpur Railway. The Raipur-Vizianagram link was started in 1909 but could be completed only in 1931.

The Bengal-Nagpur Railway was brought under direct State-management on the 1st October, 1944. The Annuppur-Chirimiri section of the Central Indian Coalfields Railway was treated as an integral part of the Bengal-Nagpur Railway with effect from that date. In addition, certain track and other assets of the North East line of the Madras and Southern Mahratta Railway near Waltair were taken over by the Bengal Nagpur Railway with effect from the 10th October, 1944. The Parlakimedi and Mayurbhanj Railways, which were worked by the Bengal Nagpur Railway Company, were acquired by the Government of India on the 1st February and 1st April, 1950, respectively and merged in the State-managed Bengal Nagpur Railway.

On the 14th April, 1952, when the Zonal Railway system was introduced, the Bengal Nagpur Railway system was merged with the truncated East Indian Railway including Sealdah division extending upto

Moghalsarai, to form the Eastern Railway. The combined work load of this system was however found to be the heaviest amongst the then Zonal Railways as will be seen from the following figures of the workload index for the year 1954-55:—

(Base—100 on Western Railway in 1952-53)

Railway	Workload Index for 1954-55
Eastern (Combined Eastern and South Eastern)	225
Central	140
Northern	150
North Eastern and Northeast Frontier combined	120
Southern	140
Western	120

This, together with the vast developments envisaged in the Second Five Year Plan, necessitated a reduction in the size of the Zone, and on the 1st August, 1955, the Bengal Nagpur Railway portion was again separated to constitute the existing South Eastern Railway.

After the reformation of the South Eastern Railway as a separate zone, the workload on the different Zonal Railways was as follows:

Workload Index

	1955-56 (Year of bifurcation)	1956-57	1957-58
South Eastern	105	105	130
Eastern	130	145	150
Central	140	150	175
Northern	150	170	165
North Eastern and Northeast Frontier combined	125	105	115
Southern	150	155	160
Western	130	145	165

The workload on the South Eastern and Eastern Railways has been rising since 1957-58 and in 1963-64, it was 190 on the South Eastern Railway and 175 on the Eastern Railway.

It has been stated that the bifurcation of the composite Eastern Railway into two systems in the year 1955 with the consequent reduction in the workload on each separate system, enabled each Railway to overcome successfully the operating problems confronting it in the context of the increase in the volume of traffic and simultaneously execute major line capacity works under traffic. The two Railways were able to maintain the requisite degree of wagon mobility and also get a satisfactory usage of their engines.

Although the bifurcation was purely on operational grounds, still, on financial grounds also the bifurcation has improved results, both in respect of total earnings as well as in operating ratio, as will be seen from the table below:—

Net earnings in crores of Rs.

		B.N. Railway	E.I. Railway
1951-52	Net Earnings	6.53	14.76
	Operating Ratio	80.11	78.08
		Eastern Railway	
1954-55	Net Earnings	16.76	
	Operating Ratio	78.11	
		S.E. Railway	Eastern Railway
1956-57	Net Earnings	11.47	7.31
	Operating Ratio	72.62	84.63
1957-58	Net Earnings	15.29	7.53
	Operating Ratio	68.88	85.40
1958-59	Net Earnings	14.72	9.14
	Operating Ratio	71.21	83.27
1959-60	Net Earnings	19.75	15.11
	Operating Ratio	66.16	75.22
1960-61	Net Earnings	23.27	15.25
	Operating Ratio	64.61	76.62
1961-62	Net Earnings	26.06	17.74
	Operating Ratio	64.47	75.00
1962-63	Net Earnings	32.43	22.99
	Operating Ratio	62.74	72.26
1963-64	Net Earnings	37.60	23.78
	Operating Ratio	62.65	73.63

South Eastern Railway System

2. The existing South Eastern Railway system is made up of—

(In Kms.)

Particulars upto 1964-65	Open Line	Under Construc- tion or sanctioned for cons- truction	Total
<i>Broad Gauge (1·676 metre)</i>			
(1) Ex-Bengal Nagpur Railway proper	4,340·60	93·61	4,434·21
(2) East Coast Railway	522·17		522·17
TOTAL BROAD GAUGE (A)			4,956·38
<i>Narrow Gauge (0·762 metre)</i>			
Satpura :			
(1) (i) Gondia Chanda Fort extension	353·06	..	353·06
(ii) Jabalpure Gondia extension	504·46	..	504·46
(iii) Nagbhir Chindwara	149·80	..	149·80
Total Satpura Railway		..	1,007·32
(2) Raipur Dhamtari Railway	88·92	..	88·92
(3) Rupsa Talband Railway	113·68	..	113·68
(4) Naupada Gunupur Railway	90·61	..	90·61
(5) Purulia Ranchi Railway	104·83	..	104·83
TOTAL NARROW GAUGE (B)			1,405·36
GRAND TOTAL B.G. & N.G. (A)+(B)			6,361·74

*Excludes 450·52 K ms of Bailadilla-Kuntabata line under construction by Project.

The South Eastern Railway passes through six States of the Union of India and its State-wise route kilometrage as in 1964-65 is furnished below:—

Name of State	Route K.Ms.		
	Broad Gauge	Narrow Gauge	Total
West Bengal	648·30	35·60	683·90
Bihar	900·76	69·23	969·99
Orissa	1543·00	167·36	1710·36
Andhra Pradesh	377·74	36·93	414·67
Madhya Pradesh	1148·52	643·95	1792·47
Maharashtra	241·45	452·29	696·74
Total Route Kilometrage in all States	4862·77	1405·36	6268·13

General Features and Area Served

3. The South Eastern Railway accounts for only 10·5 per cent of the total length of the Indian Government Railways, but carries over 25 per cent of the total goods traffic on all the Zones together. It caters to the economy of six States of the Indian Union, viz., West Bengal, Bihar, Orissa, Andhra Pradesh, Maharashtra and Madhya Pradesh, each one of which has a variety of agricultural and industrial complexes. The areas served by this Railway, however, are principally rich in basic minerals such as coal, iron ore, manganese ore, limestone, dolomite, bauxite etc. The raw material requirements of five major steel plants of the country, viz. the Tata Iron and Steel Works at Jamshedpur (Bihar) and the Indian Iron and Steel Group at Burnpore (West Bengal), both in the private sector, and the Rourkela Steel Works (Orissa), the Bhilai Steel Works (Madhya Pradesh) and the Durgapur Steel Works (West Bengal) in the Public Sector, have to be largely, if not solely, catered to by this Railway. Of these five plants, three are located on the South Eastern Railway; the fourth at Burnpore has connections with both the South Eastern Railway (Burnpore) and Eastern Railway (Kulti), while the fifth plant at Durgapur is situated on the Eastern Railway. But iron ore and limestone—the two major items of raw materials—for both the Indian Iron and Durgapur Plants are carried by the South Eastern Railway from mines situated within its area. The fact that the sixth Steel Plant at Bokaro will also be located on the South Eastern Rail-

way goes to show that the entire steel economy of the nation is geared to this Railway which has therefore been aptly called as the Steel Railway of India.

The South Eastern Railway also serves three major Coalfields, namely, the West Bengal and Bihar coalfields, the Central India coalfields and the Talcher coalfields. It also serves a portion of the Pench Valley coalfields with its narrow gauge section in Nagpur Division.

A new coalfield in the Korba area has also been developed recently and is being expanded in the Third and Fourth Five Year Plan periods. Three Cement Plants are also situated on this Railway—at Rajgangpur, second at Jhinkapani and the third at Durg. One more Cement Plant is nearing completion at Bargarh near Sambalpur. A number of new Cement Plants near about Rourkela and Bhilai are also expected to go into production in the Fourth Plan period. Apart from these major industries, a number of smaller industries like Ferro Manganese Plants, Fertiliser Plants, Tin Plants and other small Iron and Steel industries, Glass Works, Engineering Works etc. are also served by this Railway.

Another important item of traffic on this Railway is iron and manganese ore for export. The Barajamda area served by this Railway has rich iron and manganese deposits and the Madhya Pradesh area has good deposits of manganese ore. Some manganese ore also moves from the Vizianagram area in Andhra Pradesh. Iron ore and manganese ore from the Barajamda sector move to the Calcutta Port, and the manganese ore from Madhya Pradesh to the Visakhapatnam and Bombay Ports. Recently a branch line has been opened to Kiriburu near Rourkela from where iron ore is moving for export from the Visakhapatnam Port. Two million tons of ore are expected to move from this branch per year. Manganese from Barajamda area is also moving to Visakhapatnam for export. The total tonnage of ore moved for export by South Eastern Railway during 1962-63 to 1964-65 is given below:

In Million
Tonnes

1962-63	1.04
1963-64	1.23
1964-65	1.81

The South Eastern Railway also serves the Calcutta, Haldia, Paradeep and Visakhapatnam ports, some of which are fast developing ports.

Operating Efficiency after bifurcation

4. The trends of operating efficiency of the South Eastern Railway since its re-formation into a separate Zone are reflected in the following tables:—

Year	Broad Gauge	Narrow Gauge
<i>A. Wagon Kilometres per wagon day</i>		
1951-52 (Ex-B.N.R.)	70·5	25·7
1954-55	50·2	..
1955-56 (year of bifurcation)	74·0	27·8
1956-57	71·0	27·0
1957-58	62·8	26·2
1958-59	56·6	25·3
1959-60	61·8	24·0
1960-61	57·9	25·2
1961-62	56·3	24·0
1962-63	60·3	27·0
1963-64	62·7	25·4
1964-65	60·4	24·9
<i>B. Engine Kilometres per engine on line (all tractions)</i>		
1951-52 (ex-B.N.R.)	..	116
1955-56 (year of bifurcation)	..	119
1956-57	138	116
1957-58	137	116
1958-59	134	117
1959-60	130	119
1960-61	129	116
1961-62	127	110

Year	Broad Gauge	Narrow Gauge
1962-63	132	114
1963-64	136	114
1964-65	136	111

C. Vehicle Kilometres per Vehicle day

1951-52 (ex-B.N.R.)	259	145
1955-56 (year of bifurcation)	249	148
1956-57	257	148
1957-58	254	146
1958-59	248	140
1959-60	254	134
1960-61	225	124
1961-62	219	117
1962-63	216	113
1963-64	215	110
1964-65	238	114

D. Net tonne Kilometres per goods locomotive day on line

1951-52 (ex. B.N.R.)	37,151	4,371
1955-56 (year of bifurcation)	35,818	4,852
1956-57	39,674	4,740
1957-58	41,072	4,724
1958-59	40,220	5,040
1959-60	42,061	5,339
1960-61	43,654	5,906
1961-62	43,725	6,138
1962-63	47,702	6,383
1963-64	48,865	6,132
1964-65	50,279	6,234

E. Average Train Load

Year	B.G.		N.G.	
	No. of wagons per goods train	Net load in tonnes	No. of wagons	Net load in tonnes
1951-52 (ex. B.N.R.)	42.8	518	..	67
1955-56 (year of bifurcation)	44.5	537	..	74
1956-57	45.5	618	..	72
1957-58	45.8	666	..	70
1958-59	47.3	674	..	77
1959-60	48.2	664	..	85
1960-61	50.3	711	..	90
1961-62	51.8	717	..	103
1962-63	53.7	768	..	100
1963-64	54.7	749	..	108
1964-65	55.1	774	..	114

F. Punctuality of All Passenger and Mixed Trains

(Percentage of trains not losing time to total numbers run)

Year	Broad Gauge	Narrow Gauge
1951-52 (ex-B.N.R.)	76.7	59.0
1955-56 (year of bifurcation)	75.3	82.5
1956-57	77.1	73.5
1957-58	75.2	70.7
1958-59	76.6	76.5
1959-60	81.1	83.4
1960-61	84.9	85.3
1961-62	88.0	77.7
1962-63	88.2	88.0
1963-64	87.7	93.5
1964-65	84.6	95.7

The Committee note from the above statistical tables that after its formation as a separate Zone in 1955-56, the South Eastern Railway has been making a steady improvement in certain directions, viz. net tonnes kilometres per goods locomotive day on line, average train load and punctuality of passenger trains. In some other directions, viz. wagons kilometres per wagon day, engine kilometres per engine on line (N.G.) and vehicle kilometres per vehicle day, there was a set-back for some years after bifurcation. Though there has been some improvement in recent years, the Committee note that in these matters the standard of efficiency has not yet reached even the level of the ex-Bengal Nagpur Railway or of the composite Eastern Railway at the time of bifurcation (1955-56) despite expectations of all round improvements entertained as a result of the bifurcation. The Committee hope that with the growth of electric and diesel tractions, in the years to come, it would be possible for the South Eastern Railway to achieve considerable improvement in these directions and not only to come up to, but also to improve upon, the level of the ex-Bengal Nagpur Railway.

Operating-cum-Efficiency indices

5. The following figures indicate the overall operating-cum-efficiency index of the South Eastern Railway, which has been arrived at by taking the average of 15 well-recognised indices of performance, including some of those discussed above:

1954-55 (combined)	103
1955-56	103
1956-57	105
1957-58	104
1958-59	103
1959-60	105
1960-61	107
1961-62	106
1962-63	109
1963-64	111

The Committee are glad to note that the overall operating-cum-efficiency index has shown a progressive improvement in spite of the increasing workload which this Railway has been called upon to handle. The Committee hope that this trend of improvement will be maintained in the years to come.

Financial Results of Working

6. The financial results of working of the South Eastern Railway during the last seven years are indicated in the following table:—

	1959-60	1960-61
Capital-at-Charge	194·85	210·74
Gross Traffic Receipts	58·35	66·09
<i>Working Expenses</i>		
Ordinary Working Expenses	31·93	35·87
Appropriation to Depreciation Reserve Fund	6·19	6·41
Appropriation to Pension Fund . . . . .	..	..
Payment to Worked Lines . . . . .	..	..
Total Working Expenses	38·12	42·28
Net Traffic Receipts	20·23	23·81
Net Misc. Expenditure	1·39	·80
Net Railway Revenues	18·84	23·01
<i>Payment to General Revenue</i>		
(i) Dividend	6·87	7·38
(ii) Payment in lieu of Tax on Passen- ger fares . . . . .	..	..

(Figures in crores of Rs.)

1961-62	1962-63	1963-64	1964-65	1965-66 (B.E.)
235·44	277·19	323·02	361·06	384·47
73·01	87·26	100·87	109·78	121·97
37·63	44·18	49·10	54·72	59·96
9·53	10·87	13·98	15·09	15·77
..	..	..	1·58	1·5
..
47·16	55·05	63·08	71·39	77·31
25·85	32·21	37·79	38·39	44·66
·30	·88	1·28	1·36	·1·79
25·55	31·33	36·54	37·03	42·87
8·53	9·85	13·90	14·67	16·23
·87	·92	·93	·98	1·03

1959-60

Net gain or loss	1-11-97
Operating Ratio	66-16%
Percentage of Net Revenue to Capital-at-charge	9-67%

Excluding Suspense both from Gross Traffic Receipts and Ordinary Working Expenses. Inclusive of Suspense, the Operating ratio will be 65-30%

(Figures in crores of Rs.)

1960-61	1961-62	1962-63	1963-64	1964-65	1965-66 (B.E.)
+15·63	+16·15	+20·56	+21·68	+21·38	+26·61
64·61%	64·47%	62·74%	62·65%	64·97%	63·22%
10·92%	10·85%	11·30%	11·30%	10·26%	11·15%
63·96 %	64·61%	63·07%	62·53%	64·94%	63·38%

It will be seen from the above that whereas the gross traffic receipts during 1964-65 increased by Rs. 8·91 crores as compared to 1963-64, the total working expenses (excluding Depreciation Reserve Fund) went up by Rs. 7·20 crores during the same period.

It has been stated in the Annual Report of the Railway for 1964-65 that in 1964-65, goods earnings have contributed about 4/5th of the total earnings of the Railway. The actual percentage was 80·3 in 1964-65 as compared to 80·8 in 1963-64. There was an increase of about Rs. 7·25 crores under goods earnings (including minerals and merchandise) in 1964-65 as compared to those of 1963-64; that was partly due to increased booking of traffic to and from Steel Works. An increase in the Surcharge on freight with effect from 1st April, 1964, also contributed to the improvement in revenue.

On the expenditure side, there was an increase of Rs. 79·24 lakhs in 1964-65 over 1963-64 under the Head "General Administration", mainly due to increased rates of Dearness Allowances to staff (Rs. 40·64 lakhs) and appointment of additional staff (Rs. 18·10 lakhs) to cope with increased workload, grade increase (Rs. 9·88 lakhs), more expenditure on account of Order Police (Rs. 1·34 lakhs), installation of I.B.M. Machines and other incidental charges (Rs. 6·38 lakhs), supply of uniforms and garments to R.P.F. additional staff (Rs. 3·00 lakhs), partly off set by increased credits of Rs. 10,000.

The other heads of expenditure accounting for the increase in expenses were Repairs and Maintenance (Rs. 218·28 lakhs), Operating Staff (Rs. 161·77 lakhs), Operation Fuel (Rs. 84·76 lakhs) and Operation (other than staff and fuel) (Rs. 51·92 lakhs), and labour welfare (Rs. 48·21 lakhs).

There was a decrease of Rs. 51·92 lakhs under the Head "Miscellaneous Expenses (Excluding Suspense)", mainly due to less credit for bonus due to staff opted for Pension Scheme (—Rs. 25·22 lakhs), less payment of gratuity and Special Contribution to Provident Fund for raising the limit of age of retirement from 55 to 58 years (—Rs. 56 thousands), less expenditure on grainshops (—Rs. 2·19 lakhs) etc.

It is claimed that with only a 1·77% increase in staff connected with or related to movement (other than constructional staff, staff in Medical Department, additional gangmen in the Civil Engineering Department necessitated by the revision of the formula for calculating the strength of gangmen, etc. in 1964-65 as compared to that of 1963-64, the Railway has been able to improve the total tonnage moved by 3·12%, the Net Tonne Kilometres by 4·46%, and the passengers originating by 12·78%.

The Committee are glad to note that both in respect of the operating ratio, viz. the percentage of total working expenses to gross earnings, and the percentage of net revenue to Capital-in-charge, the position on this Railway has not only been better than on any other Zonal Railway, but that it has also been showing a progressive improvement from year to year upto 1963-64. There was, however, a slight set back in 1964-65, but the Committee have been told that the position is expected to improve again in 1965-66. The Committee have no doubt that the Railway would continue to make sustained efforts to increase its traffic receipts, and also to control the expenditure (in order to arrest the rise in operating ratio) which is particularly necessary in view of the enhanced rates of dividend that would hereafter be payable by the Railways to the General Revenues and also the increased annual contribution to the Depreciation Reserve Fund.

Losses in Working of Narrow Gauge Sections

7. The South Eastern Railway has the longest route kilometrage of Narrow Gauge lines on the Indian Railways. The following statement shows the working results of the different Narrow Gauge branch lines of this Railway for the years 1961-62, 1962-63 and 1963-64:

Raipur-
Dhamtari
(89·21 KMs)

	Rs.
1961-62	
Gross earnings	7,70,916
Working Expenses	7,45,205
Net earnings	25,711
Operating Ratio	96·7
1962-63	
Gross Earnings	7,13,304
Working Expenses	12,41,608
Net earnings	(—)5,28,304
Operating Ratio	174·1
1963-64	
Gross earnings	8,00,914
Working Expenses	11,17,081
Net earnings	(—)3,16,167
Operating Ratio	139·5

Maupada Gunupur (90·61 KMs)	Rupsa- Banjriposi (113·68 KMs)	Purulia Kotashila & Ranchi- Lohardaga (187·55 KMs)	Satpura Railway (1,007·32 KMs)
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Rs.	Rs.	Rs.	Rs.
3,91,027	2,27,240	11,02,182	1,04,26,686
3,36,639	4,19,568	20,56,991	2,19,51,992
54,388	(—)1,92,328	(—)9,54,809	(—)1,15,25,306
86·1	184·6	186·6	210·5
3,76,277	2,67,260	13,39,840	1,13,79,941
5,49,178	4,87,578	19,01,629	2,55,95,022
(—)1,72,901	(—)2,20,318	(—)5,61,789	(—)1,27,43,268
146·0	182·4	141·9	224·9
4,26,300	2,96,855	15,63,128	1,26,17,077
6,64,616	4,30,699	20,50,666	2,54,60,396
(—)2,38,316	(—)1,33,844	(—)4,87,538	(—)1,28,43,319
155·9	145·1	131·2	201·

It will be seen from the above that the South Eastern Railway has been incurring heavy losses on the working of all these Narrow Gauge sections. Asked about the reasons for these losses, the representative of the Ministry has stated in evidence that the working expenses on the side of track maintenance as also on the operating side are very high in narrow gauge lines, and it is not possible for the Railways to bring down the cost of operations. He has added that the prospects of making these lines pay their own expenses are very dim. The lines were laid at a time when the road transport was not there, but at present with the coming in of road transport, which is much faster, there is severe rail-road competition.

Other Narrow Gauge Railways

8. The Committee desired to know the position regarding financial results of working of narrow gauge sections on other Indian Railways and find from the information furnished to them that almost all narrow gauge sections on the Indian Railways are running at a loss.

Conversion into Broad Gauge

9. As to the desirability of the conversion of the narrow gauge on the South Eastern Railway into broad gauge, the representative of the Ministry has stated that the point has been examined and that it has been found that such conversion is not going to be economical. The results of investigations conducted by the Railway are given below:—

Raipur-Dhamtari Section

The proposal for conversion of the section to broad-gauge was examined in 1964-65 and not found to be financially justified. This narrow gauge line is subject to severe road competition. In view of the potential goods and passenger traffic in the area available for transport, action is being taken to rehabilitate the track and to improve operating efficiency.

Naupada-Gunupur Section

The proposal for conversion of this section to broad-gauge was examined in the year 1964-65 and not found to be financially justified. Measures have already been taken to bring down the expenditure on the working of this section by closing some stations and converting them into passenger halts. In order to permit closing down of the section, improvement of road transport has also been suggested to the State Government.

Rupsa-Banjriposi Section

The proposal of converting this section to broad-gauge has been examined and not found to be financially justified. There has been reduction in the working expenditure during the year 1963-64. Suitable measures have also been taken to augment the Narrow Gauge stock to carry additional goods traffic.

Purulia-Kotshila Section

The proposal for converting this section to broad-gauge was examined in 1964 and not found to be financially justified. A decision to close down this section was taken, but on public representation and the State Government opposition, the narrow gauge line is being continued. Recently in connection with the movement of washed coal from Ramgarh and Sudamdih, the feasibility of and the justification for conversion of this section to broad gauge is under examination.

Ranchi-Lohardog Section

There is no proposal for conversion of this section to broad gauge. The following measures are being taken to improve the earnings:—

- (a) Opening of two additional crossing stations.
- (b) Renewal of rails and sleepers to raise the permissible speed.
- (c) Provision of block tokens.
- (d) Provision of Standard I signalling.

Satpura Railway

The earnings are on the increase and operating ratio is declining. Diesel traction has also been introduced on this section.

10. In the opinion of the Railway Board, the real solution would lie in the road transport replacing the rail traffic in most of these areas. With the exception of the Satpura Railway, which has a huge dimension and serves a big compact area which is still deficient in road transport, the others are comparatively much smaller sections:

The Railways however are taking various measures to improve the operating efficiency of the various narrow gauge sections, e.g.,

rehabilitation of track, renewal of sleepers, provision of block tokens and provision of Standard I signalling.

The Committee are unhappy that the narrow gauge sections of the South Eastern Railway as also of other Zonal Railways are incurring heavy losses from year to year. The Committee also note the difficulties of the Railways to convert the narrow gauge lines into broad gauge or to close them down on account of the inconvenience likely to be caused to, and the opposition from, the travelling public. While the Committee appreciate the steps so far taken by the South Eastern Railway to improve the efficiency of the working of the narrow gauge sections to bring down the losses, they suggest that the question of their continuance or closure or converting them into broad gauge, may be re-examined in the light of the recommendations of the Committee on Transport Policy and Co-ordination.

The Committee further consider that if in deference to public sentiments, the narrow gauge sections are not to be closed down, a responsibility devolves on the users and the State Governments concerned to see that full patronage is extended to these railways so as to ensure that the available capacity does not remain unutilised.

The Committee would like to reiterate the recommendation made in para 9 of their Forty-Third Report (1963-64) on Northeast Frontier Railway and to suggest that road transport in the areas served by narrow gauge railways should be developed only on a co-ordinated basis so that the capacities of the existing narrow-gauge railways may be appropriately utilised and the losses on their working minimised. The State Governments may, therefore, be induced to keep in view the interests of the narrow gauge railways while drawing up plans for provision of transport facilities for the industrial and economic development of the areas concerned.

As the Committee realise that narrow-gauge railways are always likely to be losing concerns and also not likely to provide adequate transport facilities, the Committee feel that ultimately broad-gauge lines may have to be introduced in those areas. So, the Committee would urge that a phased programme should be drawn up for extension of the broad gauge lines to those areas except in such areas where for physical and geographical reasons broad-gauging may not be possible.

In this context, the Committee would like to suggest that the question of extending the Ranchi-Chandrapara section up to Purulia may be considered by the Railways so that the present narrow gauge line to Purulia may be converted into broad gauge.

The Committee also feel that so long as the narrow gauge railways are allowed to continue, it is imperative that these are properly equipped with all the rolling stock and other materials required for their efficient and economic management. They would, therefore, suggest that a study may be made by the Railway Board to ascertain whether the narrow gauge railways have adequate rolling stock facilities to meet the demand of the growing traffic and to take such remedial measures as may be necessary in the matter.

Bankura-Damodar River Light Railway

Working of B.D.R. Railway

11. It has been represented to the Committee by a Passengers' Association that the Bankura Station on the South Eastern Railway has considerably suffered both in respect of passengers and goods traffic due to the opening of road service between Bankura and Durgapur. Passengers of Bankura availing of the bus services upto Durgapur are served by faster and more frequent trains of the Eastern Railway, while the train services of the South Eastern Railway on this section are slow, limited and less convenient.

It has been added that the movement of agricultural products of the area is also suffering due to inadequate and inefficient feeder services provided by the Bankura-Damodar River Railway, a narrow gauge section at present privately managed, sustaining heavy losses and receiving subsidies from the Government.

It has, therefore, been suggested that the privately managed Bankura-Damodar River narrow gauge Railway should be taken over by the South Eastern Railway and properly managed and developed as a feeder service from the area for the main Bankura station.

The Ministry of Railways have informed the Committee that the Bankura Damodar River Railway (39·95 miles) is a narrow gauge line in the State of West Bengal. The Railway is owned and worked by the Bankura-Damodar River Railway Company Ltd. under an agreement with the late Secretary of State for India. According to the agreement, the Central Government have the option to purchase the Railway once in every ten years, at a price equivalent to 25 times the average net earnings of the Light Railway during the 3 years preceding the date of purchase, subject to a maximum of 120 per cent and minimum of 100 per cent of the capital expenditure of the Railway. The next option to purchase this Railway falls due on 31st March, 1967.

Under the agreement with this Railway Company, the Government guaranteed $3\frac{1}{2}$ per cent interest on the paid-up share capital. If in any year the net receipts of the Railway Company fall short of this guaranteed return, the shortfall is made good by the Government. If the net receipts for any year exceed $3\frac{1}{2}$ per cent but do not exceed 5 per cent, the whole of the net receipts are retained by the Company; net receipts in excess of 5 per cent are divisible equally between the Company and the Government. The B.D.R. Railway has been continuously sustaining heavy losses (the losses rose from Rs. 5,28,614 in 1963-64 to Rs. 6,23,877 in 1964-65) and the Government have had to pay heavy amounts of subsidy in fulfilment of the contractual obligation. The subsidy paid to this Railway during the last 6 years is indicated below:

Year	Subsidy paid
	Rs.
1959-60	2,23,373
1960-61	5,59,897
1961-62	6,20,443
1962-63	7,12,973
1963-64	7,29,536
1964-65	8,30,541

M/s. Mcleod & Co. are the Secretaries and Treasurers to this Railway. The Managing Agents received a remuneration of Rs. 10,000 per year during the five years ending 1963-64.

Taking over of B.D.R. Railway

12. In 1954-55, the Eastern Railway Administration made a detailed examination of the economics of acquisition and conversion of the line into Broad Gauge, and it was observed that this would involve an investment of Rs. 2 crores (including Rs. 42 lakhs payable to the Company as purchase price) which would result in a heavy loss of Rs. 4.8 lakhs a year. The question of purchase of this Railway was also considered when the last option fell due on 31st March 1957, but on the basis of the investigations already made by Eastern Railway in 1954-55, the purchase was not considered justified in public interest.

It has been added that the Study Group on Transport Planning set up by the Ministry of Transport also went into the affairs of the Light Railways. They, in their report submitted in 1958, observed that these Railways were serving a useful purpose, even though the service rendered and the amenities provided to the public, might

be inadequate. While the Group felt that the ultimate remedy lay in their nationalisation, and, in most cases, conversion into Broad Gauge, they considered that the country's present resources may not permit this step immediately. The Group went to conclude that each Railway's case should be considered individually for nationalisation as and when possible.

The general policy of Government is to consider the purchase of each non-government Railway as and when the contractual option to purchase it falls due. Each case is considered on merits, taking all relevant factors into account, such as the existing pattern of management, the quality of service rendered to the public, the Railway's financial remunerativeness, and the quantum of annual subsidy/surplus, if any.

The representative of the Ministry has stated during evidence:

"This line (B.D.R. Light Railway) is one to be considered for purchase from 1st April 1967. We are collecting the information necessary to consider whether, having regard to the quality of service, commercial considerations and the financial advantages or disadvantages in doing so, we should exercise our option by 31st March, 1967."

It was further stated that it would continue as a narrow gauge Railway until the traffic developed to such an extent that it would be absolutely necessary to convert it into broad-gauge.

The Committee note that the detailed examination of the economics of acquisition of this light railway and its conversion to broad gauge was made more than a decade ago. They find that in this period, there has been continued deterioration in the financial position of this railway, necessitating payment of larger amounts of subsidy by the Government every year.

The Committee would like to stress that with the existing agreement whereunder a return of $3\frac{1}{2}$ per cent on the paid up share capital has been guaranteed and paid every year by the Government to the company, the management cannot be expected to take energetic measures for its efficient management and there is, therefore, imperative need for termination of the agreement at the earliest opportunity. The Committee also note that on the basis of the examination made in 1954-55, the estimated annual loss after acquisition and conversion of this railway into broad gauge would be about Rs. 4.8 lakhs and that the annual subsidy paid by Government during the last few years was over Rs. 7 lakhs. The Committee feel that in these 10 years, traffic must have increased or should have increased, if proper facilities were provided and this estimated annual loss of Rs. 4.8 lakhs could have been completely wiped out.

In view of the fact that the Central Government have the option to purchase this Railway only once in every ten years, the Committee feel that the present state of affairs, which results in a continuous drain on the Public Exchequer, should not be allowed to continue for another decade thereby necessitating payment of larger amounts of subsidy from year to year to the Company in fulfilment of contractual obligation. The Committee, therefore, recommend that Government should take immediate steps to avail of the earliest opportunity to purchase this Railway when the next option for acquiring it falls due on 31st March, 1967.

The Committee also suggest that the question of broad-gauging the line to eliminate the losses of revenue accruing on the Bankura-Damodar section may be considered in due course.

CHAPTER II

DEVELOPMENT PLANS

Traffic and Development Works

13. During the last 14 years of the Plans, there has been a great spurt in traffic, both goods and passengers, on the South Eastern Railway. Compared to 22·31 million tons of originating goods traffic during the first year of the First Five Year Plan, this Railway picked up 49·59 million tons in 1964-65. During the same period, the number of passengers went up from 66·71 millions in 1950-51 to 109·5 millions in 1964-65.

To cope with this increased incidence of traffic, the following broad items of development works were carried out by the Railway during the last two Plan periods:

(Cost in crores of Rs.)

Item of Work	Second Plan		Third Plan			
			Already Completed		Under completion	
		Cost		cost		cost
New Lines	395.7 Km	29.31	544Km	48	537 Km	65
Double line	638.5 Km	32.45	734 Km	47.8	675 Km	60.76
Third line . . . . .	..	..	..	..	67 Km	12.6
Additional Crossing Stations	19 Nos.	0.82	19 Nos.	1.36	..	..
Additional loops at :	70 Stations	2.80	36 Stations	2.16	..	..
Extension of loops at	23 Stations	0.70	117 Stations	7.20	8 Stations	0.48
Remodelling of yards	12	0.69	12	3.39	13	7.70
New Yards	2 (Bonda- munda & Bhilai)	11.74	..	..	4 (Tata, Nimpura, Shalimar and Wal- tair)	11.66
Electrification	75 Km	..	584 Km	13.87	230 Km	14
Dieselisation	474 Km (partly over another 438 Km)	..	2395 Km	..	..	..
Automatic Signalling . . . . .	..	..	42 Km	..	108 Km	..

It has been stated that the works cover additional facilities for both goods and passenger services. In addition to these major line capacity works, other works have been undertaken on this Railway like improved types of interlocking to get higher running speeds. Multiple Aspect Lower Quadrant Signalling Colour Light Signalling, Track Circuiting of important passenger yards, improved tele-communication facilities through V.H.F., Panel operation of points, etc. Provision of improved tele-communication facilities through a Microwave system covering the entire Railway is in progress. Multiple Aspect Upper Quadrant Signalling is being provided on the Kottavalasa-Kidendul branch. Mechanical retarders are being provided at five important marshalling yards on the Railway. Relaying and regirdering works are in full swing.

Rail Facilities for Paradeep and Haldia

14. Questioned about the plans of the South Eastern Railway to cope with the additional transport requirement of the new ports of Paradeep and Haldia, the representative of the Ministry has stated in evidence that a provision for a line to connect Paradeep with the mining area has been tentatively included by the Railways in the Fourth Plan. He has further stated that "until the final point from which ore has to be taken has been finalised as a result of the investigation being done by the Mines and Metal Ministry, it is difficult to say where the alignment would be."

The Committee understand that at a meeting held on the 9th October, 1962, at which the representatives of the Railway Board, Ministry of Transport and the Government of Orissa were present, it was agreed "that the Nayagarh-Banspani area must be connected by rail with Paradeep passing through the Tomka area and that for that purpose, the entire railway line from Banspani to Paradeep should be included as a priority scheme in the Fourth Plan." The Committee would like in this connection to refer to the recommendation made by them in their Seventieth Report on the Ministry of Transport—Paradeep Port (1964-66):

"The Committee also feel that for the development of a Port of the size of Paradeep, railway communication may be desirable. They hope that the matter will receive the consideration of the Government."

Now that the Paradeep Port has been taken over by the Central Government to be operated as a major port, the Committee hope that the scheme of providing a rail link for Paradeep will be processed

on a priority basis and a definite programme drawn up for implementation to that there may be no hold-up in the development of Paradeep as a major port for want of a rail link.

As regards rail link for Haldia, the Estimates Committee in their Sixty-Seventh Report on the Ministry of Transport—Calcutta and Haldia Ports—had noted that “detailed estimates for the construction of 40 miles long railway line from Panchkura to Haldia port has yet to be prepared and sanctioned..... It is stated that the work is being planned in such a manner as to synchronise the completion of the project with that of the main Port Project.”

The Committee desired to know the latest position in regard to the provision of this rail link, and the Ministry of Railways have, in a written note, stated as follows:—

“The total length of the line is 69·70 KMs. The total quantity of earthwork required to be done and completed till now is as under:—

	Total quantity required	Completed
(a) Main line	1077 lakhs cft.	608 lakhs cft.
(b) Junction arrangements	337 lakhs cft.	57 lakhs cft.

Length of railway track that passes through the Port Commissioner's land is 5·6 KMs (3·5 miles). This matter has since been settled with the Port Commissioner. The target date by which all the land required for the project is expected to be acquired is June, 1966.

The number of bridges on the rail link are as under:—

- (a) Major bridges: Three—contracts have been finalised a month back and agreement executed. Work is expected to start soon.
- (b) Minor bridges: (i) Slab bridges—33 Nos.—all contracts have been awarded and work will start soon.
- (ii) Hume pipe bridges—91 Nos. 38 bridges have been completed. Work on 41 bridges is in progress and the work on the remaining 12 bridges will be taken up after land is acquired.

The delay in completion of the remaining bridge work is due to the land acquisition and detailed soil tests to be carried out.

There are 21 stations on the existing line between Howrah and Panchkura and 9 new stations are to be constructed between Panchkura and Haldia. The names of these 9 stations are:—

- (i) Raghunathbadi
- (ii) Padampur
- (iii) Tamluk
- (iv) Keshahpur
- (v) Mahishadal
- (vi) Govindapur
- (vii) Sutahata
- (viii) Durgachak
- (ix) Haldia.

All the drawings required for the station buildings have been finalised except for Mahishadal and Haldia stations."

The representative of the Ministry has stated during evidence that the line would be available well in time for the port traffic.

The Committee note the progress made so far in the construction of the Haldia link. They would suggest that all the preliminaries regarding the acquisition of land, details of soil test etc. may be completed as expeditiously as possible so that there is no hold up in future. The Committee hope that the rail link will be available for carrying the construction materials for the Port and for the Railway; and it will be in proper working condition simultaneously with the working of the Port.

The Committee would also suggest that the Railways should keep in view the Committee's earlier recommendations made in their 67th Report regarding provision of shorter and alternative rail-link between Haldia and Calcutta *viz* Kolaghat when the Port will start functioning in full capacity.

Santragachi Yard

Inadequate facilities at Santragachi Yard:

15. It has been complained that almost all passenger trains of the South Eastern Railway arrive late at Howrah as they are being held at Santragachi. It is stated by the Railways that ever since the linking of the through line of the old B. N. Railway upto Howrah in 1900, Santragachi has been the coaching terminus of this Railway in respect of trains terminating at Howrah. Even in 1950-51,

this yard outstripped its capacity due to the heavy number of coaching rakes and bogies based therein. The difficulties at Santragachi have been as under:—

- (a) The defective layout in that the incoming empty rakes had to be backed on to the carriage and wagon washing lines after reception cutting across the Up and Down main lines.
- (b) The limited number of lines available in Santragachi yard for passing up and down trains. The yard had only 3 lines (Up and Down) for dealing with passenger trains and 4 more lines for passage of Up and Down goods trains and empty rakes. Some hold up of goods trains in the yard is a regular feature for passing on to the Eastern Railway *via* Tikiapara during coaching block period. There is no capacity for this holding.
- (c) There is no separate line for reception of empty rakes. The empty rakes are normally received on the two Up passenger lines, which are not only inadequate for reception of the rakes in quick succession during the peak hours but also affects the reception of passenger trains. Some of the empty rakes have, therefore, to be received on the goods reception lines causing hold up of goods trains.
- (d) Only 5 lines are available for carriage and wagon washing and attention. These are of limited capacity and are not capable of handling longer rakes of 16 bogies. Many of them do not accommodate even 14 bogies.
- (e) Due to the congestion on Howrah-Santragachi section, any upset in the train running has got serious repercussion on the reception or despatch of the empty rakes leading to platform difficulties at Howrah or late arrival of rakes at Howrah. Due to limited capacity in Santragachi yard outgoing rakes cannot be formed till the formed rakes depart and hence any hold up of formed rakes leads to late formation of the following rake.
- (f) Engines from shed to work the empty rakes cut across both Up and Down main lines.

Remodelling of Santragachi:

16. These difficulties are sought to be got over in a remodelling scheme which will provide 5 lines for dealing with passenger trains, 10 lines for reception of empty rakes and 3 lines for passage of goods

trains. Nine carriage and wagon washing lines of 17 bogie length are being provided with facilities for direct departure of empty rakes. The Up and Down running lines are diverted to skirt round the empty rake reception and despatch yard as also the loco shed so that the movement and shunting on coaching rake do not interfere with main line movements. The goods lines to Shalimar are completely segregated from main line movements.

The remodelling work in progress has also been responsible for hold-up of South Eastern Railway trains at Santragachi.

It has been stated that the target date for the completion of the remodelling work at Santragachi is February, 1966 and all the main items of work are expected to be completed by that date. However, there will be a few residual works in the yard still left over, such as connection of the west end of the yard to the newly proposed third line between Santragachi and Panchkura. These residual items of work can be taken up only along with the third line work and are expected to be completed by December, 1966.

The abstract estimate for the work was sanctioned in November, 1962 at a cost of Rs. 101.59 lakhs. The cost of the work as per the detailed estimates subsequently sanctioned comes to Rs. 106.00 lakhs. There has been no revision in the estimated cost of the work, as per the detailed estimates.

The Committee would like to mention that Santragachi Yard has been a serious bottleneck in the South Eastern Railway communication with Howrah and that the remodelling of the yard was long overdue. The Committee expect that now that this work has been taken up, it should be expedited according to schedule.

The Committee note that though all the main items involved in the remodelling work of the Santragachi Yard will be completed by the target date, i. e. February, 1966, the residual items of work would be completed only at the end of the year. The Committee hope that the work on the residual items would be proceeded with expeditiously so that they could be completed as soon as possible.

Andul-Dankuni Link:

17. Another factor that adds to the congestion at Santragachi is the passing of goods trains of the South Eastern Railway from Kharagpur meant for Docks and Chitpur on the other side of the river Hooghly. These trains at present branch off at Tikiapara Block hut (on the Santragachi Howrah section) and arrive at Lillooah on the Eastern Railway. From there they take the Up line of the

Eastern Railway to Belur and take a turn over Howrah-Burdwan link cabin near Belanagar crossing station, from where they join the Calcutta chord at the link cabin. The route thus involves a circuitous movement of trains.

The Railways are constructing a new link between Andul on the South Eastern Railway and Dankuni on the Eastern Railway in order to divert the goods services meant for Docks and Chitpur from Andul (short of Santragachi) instead of from Tikiapara Block. At present the total distance between Andul and Calcutta chord link cabin is 27.5 KMs., but after construction of the new link the direct distance between Andul and the Calcutta chord link cabin will be only 13.00 KMs., thus reducing the haulage by 14.50 KMs. The Andul-Dankuni project is expected to serve as an important link of the South Eastern Railway trains for going direct to Calcutta.

The work 'Andul-Dankuni Chord Link' was included in the Budget for 1959-60 at a cost of Rs. 1.31 crores. The main items of work covered by the scheme were:

- (i) a fly-over at Mourigram for the Up trains from Calcutta Docks to go to Kharagpur;
- (ii) line between Mourigram and C. C. Link.
- (iii) a surface connection at C. C. link.

The commencement of the work was delayed due to delay in land acquisition by the State Government on account of the homestead lands involved.

In a written note furnished to the Committee, the Ministry of Railways have further stated as under:—

“Various new developments have since taken place. The construction of Panchkura-Haldia line to provide a connection to Haldia Port has been approved, and taken up. Electrification of the Howrah-Kharagpur section has also been approved and taken up.

It, therefore, became necessary to expand the scope of the work to cover the following items under this scheme:—

- (i) a fly-over at Andul for the Up trains from Docks and Chitpur areas for movement towards Kharagpur. Instead of Mourigram, the connection had to be made at Andul to suit the scheme for automatic signalling on the Howrah-Kharagpur section, and consequent re-modelling of stations.

- (ii) a surface connection from Andul to the link line.
- (iii) a fly-over at Dankuni for Eastern Railway trains meant for Haldia, to fly-over the H. B. Chord and C. C. Link and to proceed to Andul. These fly-overs will also be used by the South-Eastern Railway trains from the link to fly-over the C. C. link and go to the Docks.
- (iv) a surface connection from Andul-Calcutta link to Dankuni station for the return coal empties and loaded wagons from Haldia in the Up direction towards Burdwan.
- (v) a fly-over at Dankuni east end for Down Calcutta chord trains to fly-over the H. B. chord line.
- (vi) electrification of the link and connecting line.

2. The additional facilities since found necessary the increased cost of land and the increased cost of construction during the intervening period had raised the cost of the project to about Rs. 560·00 lakhs. The work has been sub-divided into three different schemes to be sanctioned separately as under:—

	(Figures in lakhs)
(i) Andul-Calcutta chord link project	Rs. 458·65
(ii) Provision of improved facilities at Dankuni for Haldia traffic	Rs. 32·87
(iii) Down fly-over line over H. B. chord line and Calcutta chord line	Rs. 68·36

3. Initially land acquisition was sanctioned in February, 1959 on an urgency certificate amounting to Rs. 16·33 lakhs. Subsequently, another urgency certificate for earthwork, bridges, etc. was sanctioned in January, 1961 for about Rs. 50 lakhs. The working season available in the area is hardly five months in the year. The alignment passes through marshy areas and special treatment of bank and stabilisation is necessary. Construction also involves a number of fly-overs. Due to the above reasons and also paucity of funds during the current financial year the work could not proceed fast.

There are three phases viz.,

Phase I—Surface link from Andul to Dankuni—the target date for completion of this phase is December, 1967.

Phase II—Down fly-over over H. B. Chord line—the target date for this phase is December, 1968.

Phase III—Improved facilities at Dankuni. No specific target date had been fixed for this phase, as the sanction for this work is only

being accorded just now. It is, however, proposed to complete this phase also by December, 1968.

4. Total area of land required is 906 acres for all the three schemes. 610 acres have so far been acquired and the balance 296 acres are yet to be acquired.

5. 96 acres of homestead land is required of which 84 acres have already been acquired and taken possession of.

6. Tenders for earthwork and minor bridges in 8 sections have already been awarded and works are in progress. Approximately 80 lakhs cft. of earthwork has been completed so far. The total progress for phase I work on earthwork is 10 per cent. and overall progress including collection of materials for this phase is 17 per cent. The works on the other two phases are yet to be commenced.

7. There will be three main fly-overs and two other fly-overs over Light Railways:—

(a) Main fly-overs:

- (i) a fly-over at Andul for the Up trains from Docks and Chitpur areas for movement towards Kharagpur;
- (ii) at Dankuni for Eastern Railway trains meant for Haldia for fly-over to H. B. Chord and the C. C. link and to proceed to Andul;
- (iii) a fly-over at Dankuni east and for Down Calcutta chord link to fly-over the H. B. chord line.

(b) Fly-overs over Light Railways:

- (i) Howrah-Amta
- (ii) Howrah-Sheakhala.

It has been stated that the work is likely to be completed by December, 1968. The construction of the new Andul-Dankuni Link and the diversion of goods trains for Docks and Chitpur from Andul itself will further relieve the pressure at Santragachi.

The Committee are unhappy that the 'Andul Dankuni Chord Link' scheme which was originally included in the budget for 1959-60 has not made much progress. The cost of the scheme has gone by from Rs. 1.31 crores to Rs. 5.60 crores and even the revised estimate for the scheme has not yet been sanctioned. Also, the entire land required for the construction of the link has not been acquired. Considering the advantages that would accrue to the South Eastern Railway for relieving the congestion at Santragachi and Howrah and for

the movement of trains to Calcutta side, the Committee cannot but regret the inordinate delay that has taken place in completing the Andul-Dankuni Link. The Committee would urge that prompt action should be taken for the acquisition of land so that the work could proceed according to schedule. The Committee hope that the revised target date for the completion of work, namely December, 1968, will be strictly adhered to.

Plan Works

Progress in Execution

18. The progress made in executing the works during the Third Plan under some important headings is mentioned below:—

(i) *Track Renewals*

The actual expenditure on the track renewals during the Second and Third Plan periods exceeded the allotments due to an upward revision in the price of permanent Way materials and to the necessity of carrying out casual renewals of rails and sleepers on a larger scale than originally anticipated.

The following table indicates the performance in physical terms, in the matter of track renewals during the Third Plan period.

(In Kms.)

	Throw- forward from second Plan	Pro- grammed	Total	Carried estimate	Carry forward for IV Plan
	(1)	(2)	(3)	(4)	(5)
<i>Primary</i>					
Complete Track renewal .	69	658	727	659	68
Through Rail renewal .	51	246	297	264	33
Through Sleeper renewal .	75	572	647	555	92
<i>Secondary :</i>					
Complete track renewal .	57	250	307	307	..

Reasons for Shortfall.

19. It has been stated that the carry forward of track renewal works from Plan to Plan has been due to non-availability of the full

quantity of permanent way materials and due to shortage in certain sections of steel. There was inadequate indigenous production of both these items and imports had also to be restricted on account of shortage of foreign exchange.

The Railways experienced considerable difficulty in procuring the requirement of sleepers in the early years of the Third Plan. Against an annual requirement of 40 lakh wooden sleepers, only about 33 lakh could be procured in the first year. The shortfall had to be made good by going in for steel and cast-iron sleepers wherever these could be used in place of wooden sleepers, but even here also difficulty was felt due to meagre production of steel sleepers and shortage of pig iron in the country.

It is claimed that the position has been gradually improving, the carry-forward of complete track renewals being 34 per cent from the First to the Second Plan, 13·4 per cent from the Second to the Third Plan and only 9·4 per cent from the Third to the Fourth Plan.

The procurement of wooden sleepers has been stepped up considerably from 32·97 lakh sleepers in 1961-62 to 42·80 lakh sleepers in 1964-65. The overall procurement of other categories of sleepers has also gone up. Trials are being carried out for the use of concrete sleepers by the Indian Railways and after the completion of the trials, production of concrete sleepers on a large scale is proposed. The cost of the concrete sleepers is higher than other type of sleepers but their life is expected to be longer. The requirements of all other track materials are also fully met by indigenous sources of supply. The representative of the Ministry has assured the Committee that all the carry-forward of the Second Plan will be completed during the Third Plan and the carry-over from the Third to the Fourth Plan will be limited to such works which are started late in the Plan period and have necessarily to be spread over a period entering into the next Plan.

The Committee note that the programme of track renewals could not be fulfilled in the Second Plan and is not expected to be fulfilled even in the Third Plan. The Committee cannot over-emphasise the need for completion of all the scheduled track renewals, so essential for safety, and hope that in collaboration with the Ministry of Industry and the Directorate General, Technical Development, adequate steps will be taken to develop the production of necessary materials so that track renewal programmes can be carried out according to schedule.

(ii) BRIDGE WORKS

Progress in Execution

20. It has not been possible for the South Eastern Railway to furnish separate details of the allotment and expenditure on Bridge Works during the First Plan as it was part of the Eastern Railway for a major portion of the period.

During the Second Plan period, against a total allotment of Rs. 103.30 lakhs, the Railway was able to spend only Rs. 74.04 lakhs. Out of the 12 works for bridge-strengthening, regirdering and replacement of corroded girders, etc. taken up during the Second Plan, 10 were completed during the Plan and the remaining 2 were in progress. The following works were deferred from Second to Third Five Year Plan:

1. Regirdering of 7 girder spans of 300' on Rupnarain Bridge No. 57 on Howrah-Kharagpur Section.
2. Regirdering of 6 girder spans of 200' on Damodar Bridge on Adra-Asansol Section.
3. Strengthening of 16 girder spans of 100' on Berupa Bridge and 64 girder spans of 100' on Mahanadi Bridge on Kharagpur-Waltair Section.
4. Strengthening of 18 girder spans of 150' on the Katjuri Bridge and 20 girder spans of 150' on the Koakhai Bridge on the Kharagpur-Waltair Section.
5. Strengthening of all girder spans trestle bridges on the Rairpur-Dhamtari N.G. Section.
6. Regirdering of 19 girder spans of 70' on the Vamsadhara Bridge on the Kharagpur-Waltair Section.

Reasons for Shortfalls

21. The reasons for the shortfall have been stated to be as follows: (a) Regirdering of 7 girder spans of 300' on the Down Line of the Rupnarain Bridge, and 6 spans of 200' on the Damodar Bridge had to be deferred due to operational reasons. A bridge over the Rupnarain to accommodate a third line and a bridge over the Damo-

dar for a second line are already under construction, and as soon as these new bridges are completed, the work of regirdering of the old bridges will be taken in hand.

(b) Strengthening of 79 girder spans of 150' and 80 girder spans of 100' on various bridges on the Bhadrak-Barang Section of the East Coast, could not be carried out in full, as the bridges are located on a heavily congested single line section. The average daily train service on the section was 15.5 trains each way. On account of this, the time-allowance and traffic blocks required for strengthening the girders were very limited and the progress of the works was affected. As a result of such limiting factors, the work of strengthening of only 29 bridges (150' spans) could be completed during the Second Plan. The work on 12 bridges (150' spans) was in progress.

(c) Regirdering of 19 spans of 70' on the Kharagpur-Waltair Section could not be carried out due to non-receipt of the girder-spans.

(d) Rehabilitation of the bridges on Raipur-Dhamtari and Nau-pada-Gunupur N. G. lines was deferred pending a detailed examination of the working of the N.G. lines, at a very high operating ratio. The matter was finally resolved in September, 1962 and the work of rehabilitation of the bridges is in progress.

22. During the Third Plan period the Railway expects that against an allotment of Rs. 402.66 lakhs an amount of Rs. 403 lakhs would be spent.

The following works programmed by the South Eastern Railway during Third Plan are expected to be thrown-forward to the Fourth Plan:

Name of the works	Remarks
1. Regirdering of 9 spans of 100' on Bridge No. 335 (Suberna-rekha) in Andra-Sini Section.	Work is in progress and expected to be completed by 1966-67.
2. Regirdering of 14 spans of 150' on bridge No. 462 (Sheonath) in Rourkela-Durg Section.	Girders are expected by June 1966. The work is likely to be completed by 1967-68.
3. Regirdering of 9 spans of 100' on bridge No. 86 (Mand) in Jharsuguda-Bilaspur Section.	Girders are expected by June 1966. The work is likely to be completed by 1968-69.

Name of the works	Remarks
4. Regirdering of 7 spans of 150' on bridge No. 348 (Sheonath) in Bilaspur-Nagpur Section.	Imported girders have been received now and the work is likely to be completed by June, 1966.
5. Regirdering of 9 spans of 150' on bridge No. 116 (Weinganga) in Raipur-Nagpur Section.	Girders are expected by June 1966. The work is likely to be completed in 1967-68.
6. Regirdering of 9 spans of 150' on bridge No. 182 (IB) in Jharsuguda-Bilaspur Section.	-do-
7. Regirdering of 9 spans of 150' on bridge No. 124 (Brahmani) in Rourkela-Jharsuguda Section.	Girders are expected by June 1966. The work is likely to be completed in 1969-70.
8. Regirdering of 5 spans of 200' on bridge No. 46 in Jharsuguda-Bilaspur Section.	Girders are expected by June 1966. The work is likely to be completed in 1968-69.

It has been stated that the procurement of girders had to be arranged to suit the available funds.

The Committee note that while out of 12 works for bridge strengthening, regirdering, etc., taken up during the Second Plan, 10 were completed and works on remaining 2, were in progress during that Plan, the work relating to regirdering of 150 girder spans on seven bridges in the broad-gauge section and strengthening of all girder span trestle bridges on the Raipur-Dhamtari narrow-gauge section were not taken up at all and had to be postponed from the Second Plan to the Third Plan. They also note that regirdering of 71 spans on 8 bridges will have to be thrown forward from the Third Plan to the Fourth Plan.

In view of the imperative need for strengthening and regirdering the bridges for the smooth and uninterrupted running of trains, the Committee would stress the need for completion of all the bridge works during the Plan period itself. The Committee hope that the Railway would take adequate steps to ensure that all the bridge works planned for execution during the Fourth Plan including the spill-over of the Third Plan, are duly completed within that Plan period.

(iii) *Structural and Engineering Works*

Progress in Execution

23. As South Eastern Railway was separated from the Eastern Railway only at the end of the First Plan period, the details of allotment and expenditure for South Eastern Railway are not separately available.

During the Second Plan period against the Budget allotment of Rs. 105.70 crores, the actual expenditure was Rs. 79.55 crores.

For the first four years of the Third plan period, against the Budget allotment of Rs. 87.57 crores, the actual expenditure was Rs. 83.96 crores.

The details of major works programmed, their targets for completion and the extent of actual completion during the Second Plan period, and the progress achieved upto June, 1965 in respect of works programmed and targetted for completion during the Third Plan period are given in the following statement:

S. No.	Category of works	Second Plan			Third Plan (In addition to the Throw-forwards from Second Plan)		
		Programmed	Targetted for completion	Actually completed	Programmed	Targetted for completion during the Plan	Completed to end of June, 1965
1.	New lines	504 K.Ms.	504 K.Ms.	361 K.Ms.	78 K.Ms.	78 K.Ms.	..
2.	Doubling of line	946 K.Ms.	890 K.Ms.	620 K.Ms.	1139 K.Ms.	500 K.Ms.	399 K.Ms.
3.	Electrification of line	120 K.Ms.	120 K.Ms.	75 K.Ms.	819 K.Ms.	819 K.Ms.	589 K.Ms.
4.	Yard remodelling Works (major & minor)	48 Stns.	33 Stns.	22 Stns.	35 Stns.	25 Stns.	8 Stns.
5.	Crossing stations	35 "	35 "	30 "	21 "	19 "	3 "
6.	Additional loops	47 "	47 "	30 "	29 "	29 "	10 "
7.	Extension to loops	24 "	23 "	20 "	109 "	109 "	92 "
8.	Improvement to Water Supply	45 "	24 "	20 "	41 "	41 "	22 "
9.	Automatic Signalling	52 "	52 "	52 "	108 "	108 "	52 "
10.	Standard I & III interlocking	129 "	129 "	116 "	135 "	135 "	135 "
11.	Rudimentary Interlocking	20 "	20 "	7 "	38 "	38 "	36 "

N.B.—With the exception of two yard remodelling works, all the Second Plan works thrown forward to Third Plan have since been completed.

Other Important Works completed during Third Plan

New lifting and millwright shops stripping bay for erection shop & extension to train lighting shop at Kharagpur workshop; Girder manufacturing yard and extension to Pts. & Xing shop at Sini workshop; improvements to loco Sheds at Bhojudi, Mahendragarh & Waltair and improvements to Carriage & Wagon Depots at Mahendragarh and Kantabangi.

Reasons for Shortfalls:

24. The following main reasons have been furnished by the Railways for the shortfall in expenditure during the Second Plan period:

(a) Almost all the yard remodelling plans, once finalised, had to be revised to cater for 2250 ft. loop lengths, for accommodating 70-wagon loads.

(b) Yard remodelling at Kharagpur as well as other line capacity works at stations in Howrah-Kharagpur section included in 1956-57 had to be deferred for redesigning to suit future electrification of the section.

(c) Plans at certain stations had to be revised again to suit changed traffic requirements.

(d) On the east coast, zonal contractors failed to carry out the works in connection with remodelling of yards at Cuttack and Bhubaneswar and the works had to be executed departmentally. This resulted in a set back to these works.

(e) Works in general on the east coast suffered a setback in the year 1960 due to heavy breaches twice in that year and the consequent rebuilding of bridges No. 239 and No. 464 which had been washed away by floods.

(f) Reduction in the scope of certain works due to changes in the pattern of traffic.

(g) Reduction in the scope of water supply schemes due to impending dieselisation/electrification.

(h) Non-receipt in time of diesel/electric pumps, pressed steel tanks with stagings and filter plants for water supply schemes.

(i) Delay in land acquisition proceedings retarded the progress of certain line capacity works and water supply schemes.

(j) Non-availability of the full quantity of Permanent Way materials retarded progress of certain line capacity works.

(k) Shortage of certain sections of steel affected the progress of fabrication and erection of workshop structures.

25. It has been admitted in evidence by the representative of the Ministry that the non-completion of certain works during the Second Plan as scheduled came in the way of provision of sufficient capacity for movement to meet the requirements of certain sections.

The Committee note that there had been shortfalls in structural and engineering works scheduled to be completed during the Second

Five Year Plan and that a number of works in relation to construction of new lines, doubling of lines, electrification of lines, yard remodelling works, additional loops, etc. had to be carried forward to the Third Five Year Plan. The Committee also note that there will be further shortfalls in the execution of works scheduled for completion in the Third Plan period in respect of doubling of lines, electrification of lines, yard remodelling works, crossing stations, additional loops, improvement of water supply, provision of automatic signalling etc.

The Committee are unhappy that in spite of improvements in the supply of steel and other materials during the Third Plan period, a number of structural and engineering works are not expected to be completed during that Plan period according to schedule and would necessarily have to be carried forward to the Fourth Plan. The Committee feel that the continuance of such shortfalls may lead to lack of adequate railway facilities—so necessary for efficient traffic operation. They need hardly emphasise that keeping in view the rapid development of the area served by the South Eastern Railway, strenuous efforts should be made to overcome all difficulties in the way of timely completion of all the Plan projects. The Committee would suggest that the question of prompt supply of all the necessary materials and equipment should be taken up in right earnest by the Railway Board with the Ministries concerned, so that the structural works of the Fourth Plan including the carry over of the previous Plan, may be completed within the Plan period and there may not be any carry forward again to the next Plan.

Opening of New Railway Lines

Policy of Government

26. In regard to the policy followed by the Railways for the allotment of funds/priorities for opening of new lines and their plans in this regard for the Fourth Plan period, the Ministry of Railways have stated as follows:—

“Allotment of funds/priorities for the construction of new lines is according to the assessed Plan needs including the strategic and defence requirements of the country, and not on any Regional or Zonal Railway basis. Defence requirements have over-riding priority and special allocations are made for expeditious completion of these projects.

The costs of new line construction are now very high, and, as the assets have a long life, the primary requirement is a quantity of rail traffic adequate to sustain in the long term

to the productivity of the investment in the new line. Such quantities of traffic are usually associated with schemes for the exploitation of coal, iron ore and other bulk minerals or the establishment of major industrial units such as steel or pig iron plants, coal washeries, thermal power station, oil refineries, plant complexes covering fertilizers, petro-chemicals, cement heavy engineering goods, etc. etc. or multipurpose schemes combining major agricultural and industrial developments or new ports and expansion of facilities for serving or extending the hinter-land of existing ports. In distributing the limited resources to achieve balanced development of the economy, the funds that will be made available for new line construction have been very restricted. In the programme of Railway's expansion, the development of adequate additional capacity on the main cross-country routes of the network to cope with the rapid build up of the rail traffic over them has absorbed the greater part of the funds allocated from plan to plan. New line projects which are decided upon in agreement with the Planning Commission, have thus been purposefully linked up with specific major projects for the expansion of the industrial and mining programmes and the new multipurpose agricultural and industrial complexes set up in each Five Year Plan."

Plan Expenditure on new lines:

27. The Third Plan expenditure (actuals for 4 years and Budget Estimates for one year) for new line projects, grouped according to Zonal Railways, is as follows:—

Railways	Rs. in crores
Central	7.73
Eastern	17.79
Northern	31.76
North Eastern	..
North East Frontier	55.30
Southern	12.60
South Eastern	11.08
Dandakaranya-Bolangir	58.21
Kiriburu project	
Western	17.18
	211.65

The total allotment for new lines in the 4th Plan has not been finalised but is expected to be less than in the 3rd Plan. Nearly Rs. 100 crores will be required for completing the projects commenced in the 3rd Plan and carried over into the 4th Plan in accordance with the schedules of associated developments viz. the Mangalore-Hasan, Jhund-Kandla, Panchkura-Haldia, Bailadilla-Kottavalasa, Obra-Singrauli-Katni and the strategic Broad Gauge line from Sili-guri to Bongaigaon/Jogighopa. The 4th Plan programme and the allocation of funds to Railways are also likely to be influenced by the evaluation of defence needs on which the Planning Commission is now engaged.

28. The representative of the Ministry has stated in evidence that a total tentative provision of Rs. 161 crores for new lines on all the Railways has been made for the Fourth Plan period, out of which about Rs. 86 crores would be consumed on the works already in hand, thus leaving a balance of Rs. 75 crores which would suffice for construction of about 750 Km length of line.

The Committee would emphasise that while finalising the Fourth Plan allocations for opening of new lines, due regard should be given to the potential areas of development and particularly to those areas which need development in the context of the Defence requirements. The Committee need hardly stress the desirability of maintaining a proper balance between economic development and the development of transport so that the former does not suffer due to any deficiency in the latter.

While appreciating the policy of development of transport facilities following specific major projects for the expansion of the new industrial mining and multipurpose agricultural programmes, the Committee feel that in certain undeveloped areas, transport arrangements should precede and supply necessary facilities for economic development. In that context, the Committee note that the South Eastern Railway has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh and the Midnapore district of West Bengal—areas which have potentialities for development.

The Committee would like to emphasise that the Railways should draw up plans for extension of transport facilities to these areas, so that these areas may get the incentive for development. For this purpose, the Committee would suggest that a certain percentage of the total allocation for new lines should be set aside exclusively for the construction of rail tracks for the benefit of under-developed

areas which have been clamouring for such facilities for their development. The Committee have no doubt that the needs of these areas will receive their due priorities in the overall expansion of the Railways.

CHAPTER III

TERMINAL FACILITIES IN THE CALCUTTA AREA

Absence of a terminal station:

29. The South Eastern Railway has no separate terminal station in the Calcutta area but shares the facilities at Howrah Station which is under the control of the Eastern Railway.

It has been represented to the Committee that the facilities at Howrah are too inadequate for the existing South Eastern Railway trains. This Railway has developed immensely as the Steel Railway of India and with the opening of Haldia rail link and electrification of Howrah-Kharagpur lines, Howrah Station will have to deal with more and more trains from the South Eastern Railway areas.

Further, the major industrial areas of Calcutta are situated on the east bank of the river Hooghly, but the South Eastern Railway has at present no direct access to the city. The interbank communication of the great metropolis city of Calcutta has always proved to be a problem. The present position is that about 200,000 commuters daily come to Howrah by suburban trains and have to cross over the Howrah bridge both on the way to, and back from, their work and business in Calcutta. It has been estimated that with the development of the urban areas this number may rise to 350,000 by 1986. Also, apart from the unusual concentration of passengers, more than 75 per cent of Railway's goods traffic to and from Calcutta proper is dealt with at Howrah and Shalimar with the result that an almost perennial movement of lorries etc. along the Howrah bridge has made confusion worse confounded. The frequent jams at the Howrah Bridge point are disturbing the city life and its overloaded transport.

It has, therefore, been suggested that both to relieve the growing pressure at the Howrah station and to facilitate the inter-bank communication of traffic in Calcutta, the terminal facilities for long distance trains should not be confined to Howrah but should be extended to the four corners of the city. To achieve this object, it has been suggested that the capacity at Sealdah should be improved by combining the three separate stations (North, Main and South)

into one well-planned unit. It has also been suggested that two new terminal stations, one at Ballygunge in the South and the other in the north—somewhere near Dum Dum, Dakhineswar, Shambazar or the Chitpore Yard, should be developed so that some of the long distance trains both of the Eastern and the South Eastern Railway may terminate on the eastern bank of the Hooghly. It has further been suggested that even now, pending provision of the above mentioned terminal facilities on the eastern side of the river Hooghly, some of the long distance trains at present terminating at Howrah may be diverted to Sealdah.

Trains handled at Howrah

30. The Ministry of Railways have informed the Committee that the following trains of the Eastern and South Eastern Railway (both inward and outward) are at present dealt with at Howrah station:

	Suburban	Others	Total
Eastern	140	46	186
South Eastern	40	30	70

To deal with these trains, Howrah Station has 15 passenger platforms—8 in the North Wing and 7 in the south wing—with a cab road running in between. The South Eastern Railway trains are dealt with on the 7 platforms in the south wing of the station. The last platform (platform No. 15) is also utilised for reception of the Parcel express trains from South Eastern and Eastern Railways. These trains are pulled away immediately after reception for placement on alternative dealing platforms, namely, platform No. 16 for South Eastern Railway trains and the Parcel platform near the Divisional Superintendent's Office for Eastern Railway trains.

Eastern Railway trains are dealt with in the north wing consisting of 8 platform lines, but some of the through trains are also dealt with on platforms in the south wing. Platforms Nos. 1 to 5 of the north wing are principally used for Eastern Railway suburban electric trains.

Dispersal of Traffic:

31. The Committee understand that the Railways take care of this area only upto the land boundary of the Railway station where openings are provided for the exist of the passengers getting down

at the station. The number of passengers arriving daily at Howrah is about 2 lakhs. Once the passengers are out of the boundary, it is for the local government to take care of the transport arrangements for the passengers to get to their destinations in Calcutta.

The Committee have found that the passengers detained at Howrah have to face great difficulties to reach their destinations due to non-availability of conveyance, congestion on the Howrah bridge and on the Howrah bridge approaches on both sides. The responsibility of the Railways to their passengers in this regard should not be decided only on a legalistic or technical basis, but should be considered on the basis of a utility organisation of a welfare State. As such the Committee feel that it would be desirable and useful if the Railways take active interest in this problem and try to find a solution in collaboration with the State Government.

Extent of Traffic crossing over to Calcutta

32. No scientific study of the percentage of traffic (passenger, parcel and goods) unloaded at Howrah or Shalimar (the goods terminal of the South Eastern Railway near Howrah) but ultimately taken to Calcutta over the River Hooghly is stated to have been made by any authority. The Committee however, note that the Calcutta Terminal Facilities Committee, appointed by the Railways in 1947, had observed in their report that "it is difficult to say what proportion of the goods, including coal now going to Howrah, comes by road into Calcutta. But actual, though casual, statistics collected by the railways at our instance suggest that practically 70 per cent of the total quantity of goods delivered at Howrah crosses the bridge every day."

Congestion at Howrah

33. The Study Group of the Estimates Committee which had visited the Howrah Station in September, 1965, had noticed that there was congestion in regard to parcels, goods, and passengers not only within the station compound but also outside the station compound. The representative of the Ministry has stated during evidence that there is no further space for any increase in the platform space at Howrah Station, but that the Railways are improving the position by introduction of modern techniques, viz., electrification, improved signalling etc. They expect that with the electrification of the Howrah-Kharagpur Section, it would be possible to take away the trains quickly and to vacate the platforms for the reception of other trains as this would increase the frequency of trains and help in quick clearance of traffic and in relieving the congestion inside the station. With the help of electrification and improved signalling the Railways

expect to create additional capacity at Howrah station, as shown below:—

	Existing capacity	Future additional capacity
(No. of trains in both directions)		
Eastern Railway	140 suburban trains 46 other trains	80 Suburban trains 8 other trains
South Eastern Railway	40 suburban trains 30 other trains	44 suburban trains 12 other trains

The above mentioned increase in capacity is considered sufficient by the Railways to meet the requirements up to the end of the Fifth Plan, viz., for about ten years.

Approaches to Howrah Station

34. The circulating area in front of the platforms as also in front of the booking and reservation offices is considered to be adequate by the Railways. In addition to the main entrance, side entrances have also been provided to give direct entrance to the Eastern Railway suburban platforms. The Calcutta Metropolitan Planning Organisation have also drawn up a plan in consultation with the Railways for improving the circulating area outside the Howrah station

The scheme provides for a 48 ft. wide subway connecting the bus and tram terminal with the Howrah station premises. It has been stated that the latest position of the scheme is that a sum of Rs. 1·55 crores has been sanctioned by the State Government towards the improvement of traffic conditions near Howrah Railway Station, out of which a sum of Rs. 5 lakhs has been allocated for remodelling of Howrah station building. Tentative plans for additions and alterations to the Howrah station building to fit in this proposed subway have already been made out and the approximate cost of the same has been worked out at Rs. 5·75 lakhs including departmental charges, on the basis that the work should be treated as a deposit work. The Chief Engineer, Road Development Directorate, West Bengal Government has requested the Railways to agree to bear 50 per cent of the cost for the additions and alterations to Howrah station building and to waive the departmental charges as provision of the subway, according to him, will indirectly benefit the Railways also. This proposal is under examination of the Railways and a final decision in the matter is yet to be taken. The plan for improvements to the

circulating area to the east of Howrah station building is yet to be finalised by the Calcutta Metropolitan Planning Organisation and the matter is under correspondence with the Railways.

Provision of a new terminal station

35. As regards the provision of terminal station at Kidderpore, Ballygunge, and Chitpur-Ultadanga and diversion of some long distance trains from Howrah to Sealdah by remodelling that station or to some other suitable station on the eastern side of the river Hooghly, the Ministry of Railways have, in a written note furnished to the Committee, stated as follows:—

“Howrah station is being remodelled, the platforms are being extended and Route Relay interlocking installed. This station which deals now with 180 suburban trains of the Eastern Railway and the South Eastern Railway is expected to cater for 200 trains (both for Eastern and South Eastern). 256 such trains are now handled in the three stations at Sealdah. Ultimately the North and Main stations will be able to handle 252 trains and the Sealdah South station 180 trains. It is almost impossible to find within a reasonable distance of the city adequate space for a separate terminal station with sufficient area for platforms and other amenities for passengers as well as for coaching and marshalling yards and other necessary facilities for maintenance and washing of rakes. The areas around Calcutta are thickly populated and acquisition of land for another terminal station scheme will itself entail prohibitive expenditure, apart from other capital expenditure for recurring costs.

The arrangements that will be available after Electrification and Remodelling are considered adequate for traffic to be dealt with there for the next 10 years or more. There is, therefore, no proposal at present to provide a separate terminal station for the South Eastern Railway in the Calcutta area at present.

2. The extension of the South Eastern Railway upto Kidderpore with a terminal station there would require a bridge over the Hooghly. The Calcutta Metropolitan Planning Organisation have intimated that it is not possible to make the second bridge over the Hooghly a road-cum-rail bridge. Moreover, the height of the bridge precludes the provision of proper rail approaches. Land acquisition in such a built up area will also be a difficult problem. There is, therefore, no proposal at present to extend the railway line up to Kidderpore.

3. Diversion of trains to and from Sealdah and other stations on the other side of the river Hooghly has been receiving the attention of the Railways.

Four trains, viz., 13/14 Upper India Express, 17/18 Sealdah-Pathankot Express, 311/312 Sealdah-Samastipur fast passenger trains and 337/338 Sealdah-Gaya passengers were actually diverted from Howrah to Sealdah.

The examination of the possibilities of diversion showed that diversion is not necessary for lack of room or facilities at Howrah to deal with all the trains there; adequate facilities and room are available at Howrah and more facilities are being provided there to cater for the anticipated traffic.

Presumably, the diversion has been asked for, not because of any congestion at Howrah station but because of congestion on the Howrah Bridge and its approaches. This is due to certain factors mentioned below which are easily remediable by the Local Government and City Organisations, viz.,

- (i) Frequent break-down of heavily laden trucks on Howrah Bridge, blocking the roads for the quick removal of which there are no arrangements now.
- (ii) Inadequate control of the vehicular traffic when such break-downs occur, with the result that vehicles encroach on the wrong side of the road and the entire passage over the bridge is blocked by two opposite streams of traffic.
- (iii) The chronic state of disrepair of approach roads at both ends of Howrah Bridge resulting in the slowing down of vehicular traffic causing congestion with blocking of portions of the road under repair to traffic aggravating the congestion.

The provision of break-down cars, better traffic police arrangements and proper repairs to the approach roads will greatly ease the congestion. It would also help ease congestion on the bridge if the repairs to roads are undertaken at night. It is understood that the Calcutta Metropolitan Planning Organisation is planning to have another road bridge across the Hooghly; this too should ease the congestion on the existing Howrah bridge appreciably.

So far as Railways are concerned, it is difficult to divert any more through trains from Howrah to Sealdah because of

the paucity of platforms and stabling accommodation for rakes at Sealdah. Sealdah station is in three parts, viz., the North, the Main and the South stations. The North and South stations with 4 platforms each are exclusively used for suburban traffic. The main station with 5 platforms can deal with both suburban and long distance trains. A total of 292 trains per day are already being dealt with at Sealdah. There are prospects of a large increase in suburban traffic there and there are proposals to increase the number of suburban trains gradually to 432. With this increase anticipated, it will not be possible to find stabling accommodation there for any more long distance trains than are being handled there at present.

The road and approaches to Sealdah station are badly congested even now and this congestion is likely to increase further with the increase in suburban trains, and if more long distance trains were diverted from Howrah to Sealdah this will add substantially to the congestion.

Such diversion would also be inconvenient for passengers from the South Eastern Railway who have to change to Eastern Railway trains and *vice versa*. They can do so conveniently now at Howrah, where there are direct connections at the same station between the services of the two Railways, and they will lose this advantage if more long distance trains were to be diverted to Sealdah. They would then have to go to Sealdah by road for the change-over, adding further to the congestion on the roads.

Diversion of passenger trains from the South Eastern Railway to Sealdah would only be by a circuitous route, which also is congested and not operationally feasible. Such a diversion would also increase the journey time for through passengers by more than one hour and also increase the fare. This diversion is thus neither feasible nor likely to be convenient to passengers on long distance trains.

Moreover, none of the stations on the other side of Hooghly are suitable for diversion of trains. Large scale remodeling and expansion would be necessary at any such station chosen for diversion and since the suburban stations are already hemmed in on both sides of the track by heavily built up areas, it would be extremely difficult to provide the necessary facilities. Nor does such diversion appear necessary when sufficient space is available at Howrah, with the additional facilities now being provided to deal with future traffic.

As the difficulties which the passengers experience are not on account of any lack of facilities at Howrah, but on account of inadequate traffic control over the Howrah bridge, the correct course would appear to be to remove the causes of congestion over the Howrah bridge which are of a remediable nature.

In this connection, it may also be mentioned that Sarvashri Rabindra Lal Sinha and S. Bhattacharjee, Ministers of the West Bengal Government, in their communications dated 28th October, 1964 and 25th November, 1964 (copies enclosed at Appendix I) respectively, to the General Manager, Eastern Railway have opposed the diversion of through trains from Howrah to Sealdah. Earlier, Shri Saila Kumar Mukerjee, Speaker of the Legislative Assembly of West Bengal, forwarded a joint letter signed by 14 Members of the State Legislature on 26th July, 1956 recommending that through trains should not be diverted from Howrah to Sealdah.

4. Chitpur-Ultadanga is a yard where goods trains are dealt with. Provision of a passenger terminal station in Chitpur yard will require large scale remodelling of the yard and provision of additional facilities for handling of these trains. Space is not available in this built up area for the additional terminal facilities necessary for stabling of rakes and watering through passenger trains. Besides, such a terminal station could only cater for a small number of long distance passenger trains. Ballygunge is only a suburban station, completely hemmed in on both sides of the track by heavily built up residential and industrial areas. No room is available to develop the station as a terminal for long distance passenger trains which would require not only amenities of a different order but also ancillary yards for locomotives and for stabling, washing and maintenance of rakes. There is also no direct connection, except by the through lines meant exclusively for goods trains, with the main passenger lines of the Sealdah main station. Capacities at Howrah and Sealdah stations are being developed to cater adequately for passenger traffic for the next ten years or more. The question of an additional terminal at a prohibitive cost within the built up areas for a small number of trains cannot be justified.
5. The areas around Sealdah are heavily built up and acquisition of land for expansion or remodelling of the station

will entail prohibitive expenditure. The acquisition of the grave yard on the North side of Sealdah is also out of question.

It may be mentioned that for easier movement of road traffic around the station, a scheme was considered jointly with West Bengal Government, Calcutta Corporation etc., in 1958-59 which involved the dismantling of the Sealdah Court building to provide parking space for buses, and although various alternative schemes were discussed at several conferences, nothing could be finalised. The improvement of road traffic around the station premises has now been taken up by the Calcutta Metropolitan Planning Organisation."

Long-term plans to deal with future traffic

36. The Committee also desired to know whether the Railways had any long term plans to deal with the transport requirements likely to generate due to the Salt Lake reclamation township and other satellite townships developing round about Calcutta, as envisaged by the Calcutta Metropolitan Planning Organisation. The Committee have been informed by the Calcutta Metropolitan Planning Organisation that the Salt Lake area township, alongwith Patipukur and other adjacent areas is expected to have a population of 10 lakhs. Other townships also will provide for a few lakhs of population. In this connection, the Ministry of Railways have stated as follows:—

"So far as the Railways are aware, only preliminary data are available on the three schemes for satellite townships near Calcutta proposed by the Calcutta Metropolitan Planning Organisation in the 4th and 5th Plans. The population expected to settle in the new townships and the pattern and growth of suburban traffic between them and the metropolis does not appear to have been fully evaluated. The preliminary information would appear to indicate the following:

1. **Salt Lake Scheme***: This township is proposed to be located on the east of Maniktola Development Schemes near Dum Dum Junction and is regarded as a part of Calcutta. Dum Dum Junction, Ultadanga and Sealdah Railway stations will be in the zone of influence of this site. The Calcutta Metropolitan Planning Organisation are understood to be planning for road services direct from this area into the city centre. There is some scope for intensifying suburban services on the Sealdah-Dum Dum portion on the Naihati

*The Committee understand that the townships of Salt Lake, Sonarpur and Kona are expected to have 15,000, 44,800 and 4,250 residential plots respectively.

route in the Fourth Five Year Plan. It is not possible to gauge as yet how the intensified traffic pattern will be distributed between the other suburban areas and the new township particularly if the direct road services prove to be of greater utility for the satellite township.

2. **Sonarpur Schemes***: This township is likely to be situated alongside the railway track near the Sonarpur Railway station served by the Sealdah-Sonarpur section. On the completion of the electrification of this section, which is already at an advanced stage of progress, the introduction of Electrical Multiple Unit services will considerably enhance the suburban traffic throughout.
3. **Kona Scheme***: The proposal is to locate this township off the National Highway. There will be considerable potential for clearance of the traffic by road.

The satellite townships are within the Greater Calcutta Metropolitan area, the transport and associated problems of which are being examined by the Study Team on Metropolitan Transport set up by the Planning Commission. The Team has already started functioning and its first task is to study and report on the city of Calcutta. The team will undoubtedly examine the schemes devised by the Calcutta Metropolitan Planning Organisation for the satellite townships, their internal and external transport requirements *vis-a-vis* the city proper and the best ways and means for satisfying long term needs after taking into account all the capacities available by existing means of transport (road or rail) and the most economical means of exploiting whatever potential there is for improvement."

37. The Committee understand that the terms of reference of the study team referred to above will be follows:—

- (1) to assess the adequacy and limitation/deficiency of existing transport facilities in relation to present needs in the cities of Calcutta, Bombay, Madras and Delhi, including roads, road transport and rail transport;
- (2) to determine the long-term requirements of passenger and goods transport in these cities, having due regard to the overall plans of metropolitan development and location of industrial, commercial and other activities;

*The Committee understand that the township of Salt Lake, Sonarpur and Kona are expected to have 15,000, 44,800 and 4,250 residential plots respectively.

- (3) to study the feasibility of various proposals for meeting requirements for different media of transport and to recommend phased programmes for development of the facilities needed including estimates of costs and returns, methods of financing and schemes of execution;
- (4) to propose appropriate administrative and other arrangements for the operation of metropolitan transport services; and
- (5) to make such other recommendations as may be necessary.

As stated by the Minister for Railways in the Lok Sabha on the 23rd September, 1965, this Study Team will first study the transport problems of Calcutta because of the very large population of this metropolitan city.

The Committee are conscious of the fact that the transport problem of the Calcutta Metropolitan District with a population of over six millions is an extremely complex one and that there is an urgent need for an efficient, high capacity system of mass transportation around and within the metropolis. They are also aware that there is a public demand for having two or three terminal stations in Calcutta and for remodelling of the existing Sealdah Station so that it could admit more long distance trains and thereby relieve traffic congestion on the Howrah bridge and also its approach roads.

The Committee note that the additional capacity being created at Howrah by extension of the platforms, route-relay, interlocking etc. would be sufficient to meet the requirements for the next ten years or so on the basis of the normal increase in traffic. While the Committee appreciate the difficulties, like land acquisition etc., that present themselves in diversion of trains to, and development of additional terminal facilities in, the areas of Calcutta on the eastern side of the river Hooghly, they nevertheless feel that with the ever expanding industrial and other activities of Calcutta and with the plan for the development of satellite townships like the Salt Lake area, a sufficiently long term view has to be taken of the transport requirements.

The Committee suggest that the Study Team set up by the Planning Commission may also examine in all its ramifications the question of enhancing the terminal facilities on the eastern bank of the Hooghly, if necessary, by providing a new road-cum-rail bridge between the present Howrah Bridge and the Bally Bridge, so that more trains of the South Eastern and Eastern Railways may go over to

the eastern side direct and thus obviate the necessity of large number of commuters passing over the Howrah bridge twice on every week day. The Study Team may also examine whether Sealdah or any other Station could be developed as a central station on the east bank of river Hooghly.

The Committee feel that the formulation of development plans by the Railways on the basis of normal increase of traffic during the next ten years may not be adequate to meet the situation since the problem is growing into serious dimensions, and investments on a considerable scale are envisaged. The Committee would therefore urge that the Railways should make a proper assessment of their requirements of land, bridges, etc. for their expansion and remodeling schemes in the Calcutta area on a long-term basis since the problem which is considered as difficult of solution today would become more complicated and formidable with the passage of time and ultimately defy all possibilities of solution.

The Committee would like to stress that the problem of expansion of Sealdah and of diverting more long-distance trains to the Sealdah side was being considered for some decades; but if the Railways had taken some positive decision some years ago, when the Bally Bridge was constructed and when the areas around Sealdah were not so heavily built in, the expansion scheme of Sealdah side would have been much easier. For a fast growing city like Calcutta, the traffic problem requires a long term solution. The Committee are not able to appreciate the contention of the Ministry that diversion of long-distance trains to Sealdah would be inconvenient for passengers from South-Eastern Railway who have to change to Eastern Railway trains at Howrah and vice versa. The Committee feel that with the construction of the Andul-Dankuni link, Dankuni will be in a position to provide facilities for the change over from one to the other Zonal railway through the diversion of long-distance trains to the eastern side of the Hooghly, if of course Dankuni is properly developed to cope with the increasing traffic.

In that context the Committee would like to urge upon the Railways to take up the issue of finding more lands near the Sealdah Station with the State Government who, they understand, might be persuaded to remove the Sealdah Court building and some other residential buildings now situated in areas adjacent to the Sealdah Station. The Committee would also like the Railways to explore the possibility of vacating the Kathgodam areas given on lease to private timber merchants. They feel that the Government should make a serious attempt to see if the areas mentioned above, can be

made available for the expansion of coaching facilities on the Sealdah side.

The Committee suggest that the Government should plan in advance for railway communication with the Salt Lake area—where about 1 million people are going to be settled. They would also suggest to the Railway Board to try to obtain enough space from the State Government to develop a terminal station in the Salt Lake area.

Regarding the Sonarpur township which is expected to have over 44,000 residential plots and which is within a few miles from Calcutta (Sealdah), the Committee feel that the present railway station at Sonarpur will be quite inadequate to meet the traffic likely to be created there and to relieve the pressure on the Sealdah station. The Committee, therefore, would like to urge that from now adequate provision for extension of the railway facilities in Sonarpur should be made, so that there may not be further aggravation of the difficulties in the metropolitan traffic of Calcutta.

The Committee would like to mention that a metropolitan city of the size and complexity of Calcutta should have more than one terminal station and that if in between the main city and the main terminal station there is only one or even two bridge connections over a river, there are bound to be consequent difficulties to the passengers. The Committee hope that the Railway Board would try to tackle this problem in collaboration with the State Government.

CHAPTER IV

TRANSPORTATION

Trends in Traffic

Development of Traffic

38. As mentioned earlier in this Report, the South Eastern Railway, which accounts for only 10·5 per cent of the total length of the Indian Government Railways, carries over 25 per cent of the total goods traffic on all the Zones together. With a vast hinterland abundant in minerals and other natural resources, spread over 6 States of the country, this Railway has to serve all the major Steel Plants in both the Public and Private Sectors, rich coal-fields, a number of Cement factories and many ancillary industries. Planning for adequate transport capacity to meet the growing demand for Railway transport of existing as well as expanding industries has, therefore, been the main task of this Railway.

The developments of passenger and freight traffic on the South Eastern Railway during the First, Second and the Third Plan periods are given below:—

	1950-51 (year prior to 1st Plan)	1955-56 (End of 1st Plan)	1960-61 (End of 2nd Plan)	Third plan period		
				1962-63	1963-64	1964-65
1. Passenger Traffic						
No. of passengers carried (In millions)	66·71	56·61	76·47	87·86	97·09	109·00
2. Goods Traffic.						
				(In million tonnes)		
Total originating Goods traffic:						
Coal	9·15	10·17	12·07	15·88	17·93	17·56
Ores including Lime-stone & Dolomite.		5·72	12·16	16·67	16·77	17·43
Iron & Steel	13·16	1·53	3·17	4·07	4·69	4·82
Other Goods		5·64	7·64	8·12	9·25	9·78
Grand Total:	22·31	23·06	35·04	44·74	48·64	49·59*

*Expected to be 54·4 million tonnes in 1965-66.

It will be seen from the above that the number of passengers carried have increased by about 64 per cent in 1964-65 over the level of 1950-51 and the originating freight traffic has increased by 123 per cent during the same period. Originating goods traffic is expected to rise to 54.4 million tonnes in 1965-66, which represents a percentage increase of 140.

The Committee note that traffic on the South-Eastern Railway during the last 15 years has increased at a higher rate than the average increase over all Railways and appreciate that the South-Eastern Railway has been able to tackle this growing traffic, at the same time maintaining its operating efficiency. The Committee have no doubt that this Railway will continue to gauge the future increase in traffic and provide necessary transport capacity to match the same from time to time.

Operating Efficiency

39. The Rolling Stock usage provides a fair index of operating efficiency on a Railway. The table below indicates the engine, wagon and vehicle usage on the South Eastern Railway during the last 2 years as compared to all Railways (Broad Gauge):—

Broad-Gauge—All traction

(a) Engine usage	Railway S.E.			All Railways	
	1963—64	1964—65	1963—64	1963—64	1963—64
1. Engine kilometers per engine day (Passenger) in use.	267	263	262		
2. Engine kilometers per engine day (Goods) in use	156	164	166		
3. Engine kilometers per engine day (All services) in use	171	171	180		
4. Net tonne kilometers per goods locomotive day in use	68,205	71,451	69,782		
(b) Wagon usage					
5. Wagon kilometers per wagon day	62.7	60.4	76.0		
6. Net tonne kilometers per wagon day	864	854	987		
(c) Vehicle Usage					
7. Vehicle kilometers per vehicle day (in terms of four-wheelers)	215	238	234		

LOW UTILISATION OF STEAM ENGINES

40. The figures in the following table will indicate that there has been a continuous fall both in the Broad Gauge and Narrow Gauge

sections of the South Eastern Railway in respect of Engine K.Ms. per day per Steam Engine in use on goods services:

							Engine KMs. per day per Steam Engine in use on Goods.	
							B.G.	N.G.
1960-61	.	.	.	.	.	.	121	152
1961-62	:	.	.	.	.	.	115	149
1962-63	.	.	.	.	.	.	112	146
1963-64	.	.	.	.	.	.	106	143
1964-65	.	.	.	.	.	.	105	132

It has been stated in evidence by the representative of the Ministry that with the electrification and dieselisation of through goods trains on the main lines of the South Eastern Railway during the last few years, the use of Steam locomotives is now confined to slow work, shunting trains on new branch lines where the possibility of their use is very much less. As regards narrow gauge sections, it is stated that although dieselisation on these sections has not been effected to any great extent, the traffic thereon has increased by 17 per cent from 1961-62 to 1963-64 which has necessitated the use of more wagons resulting in more shunting and lower average speed.

In this connection the Committee take note of the following observation made by the Efficiency Bureau of the Railway Board in their Study (No. 4 of 1963) on Locomotive Utilisation on the South Eastern Railway:—

“An analysis of the requirement of Steam Locomotives on the basis of actual turn rounds and actual number of trains run during October, 1962 indicated that the railway had 36 Steam locomotives over and above their requirements. As these locos were also kept in use, the utilisation figures showed a marked drop.

* * * * *

Detentions *en-route* were also very heavy on account of hot boxes. South Eastern Railway has shown a sharply increasing trend from 5.0 hot boxes per million wagon kilometres in 1958-59 to 10.1 per million wagon kilometres during the first six months of 1962-63”.

The Committee expect that the South Eastern Railway would taken note of the position pointed out by the Efficiency Bureau and would now try to adjust the number of steam locomotives according

to their requirements by making an up-to-date realistic assessment. The Committee would further urge that vigorous efforts should be made to avoid undue detentions and to step up the utilisation of steam engines.

ENGINE FAILURES

Incidence of Engine failures

41. There has been an increase in the incidence of diesel and electric engine failures on the Broad Gauge Sections of the South Eastern Railway as will be seen from the following table showing figures of engine failures and K.Ms. per engine failure:

Target—160,000 K.Ms.

Year	No. of engine failures		Engine Km per engine failure	
	Diesel	Electric	Diesel	Electric
1962—63	41	103	129034	51160
1963—64	55	84	142567	76667
1964—65	63	103	128010	70511

Diesel Locomotives

42. It has been stated that the diesel locos were introduced only very recently in service, and the staff have yet to gain experience with their working and develop maintenance practices fully. Apart from the usual teething troubles, there have also been other difficulties like non-availability of materials. With the very limited resources in the country for diesel spares and special materials required for this type of locomotive, there has been some unavoidable resort to alternatives which have proved inferior in actual service and have led to some troubles in operation. Electrical contractors, generator main brushes, brush holders, cylinder head gaskets, cylinder liner gaskets etc., are some examples where indigenous materials, not fully conforming to specifications, have had to be used and have not stood up satisfactorily. The performance of diesel locos was adversely affected in the earlier stages by such improvisation. Experience has also disclosed that the recommended brand of lubricating oil was unsatisfactory in the long run and the railway has had to change the brand of lubricating oil after trials, in consultation with the manufacturers.

43. There have also been teething troubles with both mechanical and electrical equipment, necessitating constant liaison with the

manufacturers. Their Service Engineers have been assisting from time to time and have also arranged for replacement of some spares owing to the original fittings being found defective in their design or in their manufacture.

Electric Locomotives

As regards electric locomotives, it has been stated that electric traction was introduced for the first time on this railway very recently and there have been teething troubles with the new locomotives put into service. As a result of experience gained in actual working, a number of modifications are being made to certain loco-components to counter the defects, and repair practices are being further improved and stabilised. With the progressive implementation of modifications and improvement of maintenance standards, the incidence of engine failures is expected to come down.

Indigenous Substitute Parts

44. The representative of the Ministry has explained during evidence that in trying out the suitability of the indigenous substitute parts on diesel locomotives, the Railways take a calculated risk and, although sometimes failures occur, in the larger public interest it is better to face those failures rather than to wait indefinitely. Consequent on the use of substitute materials, the diesel locomotives do give trouble, but as the Railways gain experience, the specifications are modified and the indigenous components come up to the standard of imported materials. It has further been stated that to promote the indigenous development of diesel components, the following steps have been taken by the Railways:

- (1) A special section is functioning in the Diesel Locomotive Works for promoting indigenous development and giving technical and other advice and assistance to potential manufacturers as required.
- (2) A Reviewing Committee under the Chairmanship of Additional Member Mechanical Engineering, Railway Board, has been set up for periodically reviewing the progress of indigenous development of the components required by the Diesel Locomotive Works and for advising on the further steps necessary to accelerate this development.
- (3) The Development Coordination Cell in the Railway Board has also been constantly following up with the industries concerned for locating capacity and giving advice and assistance, as necessary, in close liaison with the

Directorate General of Technical Development and the Ministry of Industry etc.

- (4) Wherever considered necessary, developmental orders are placed to encourage indigenous manufacturers to come up
- (5) The forums of the Indian Railway Equipment Advisory Committee and the four Regional Committee at Delhi, Bombay, Calcutta and Madras have been utilized for the indigenous development of diesel components. A special Sub-Committee of the Indian Railway Equipment Advisory Committee was formed, fully representative of the industry and other departments like the Directorate General of Technical Development etc., to actively advise and assist in this respect.
- (6) Action has been taken to make out lists of the components required for the manufacture of diesel locomotives, so that they can be published in a convenient form and be readily available to potential manufacturers.

Further, the Railways also tap the resources of Small Scale Industries to procure diesel spares and other components and that in 1964-65 orders to the extent of Rs. 3.52 lakhs were placed on such industries. During 1965-66 (upto 30th September, 1965) the value of such orders had already reached Rs. 4.33 lakhs.

The Committee appreciate that efforts made by the Railways to develop indigenous components of diesel engines. In view of the difficult foreign exchange position of the country, the Committee feel that the Railways may have to drastically cut down their imports and depend on indigenous resources for manufacture of essential parts which are at present being imported.

The Committee also suggest that Government should explore the feasibility of further utilising the resources available with the Small Scale Industries for the manufacture of diesel spares and components.

The Committee also feel that energetic efforts should be made to improve the quality of the indigenous components and materials. The Railways should take up the question of finding more indigenous items as import substitutes as also the question of improving the quality of these products with the Ministry of Industry, the Director General, Technical Development, Development Commissioner, Small Scale Industries and the private industries. The Committee also note

that there have been complaints about the quality of these indigenous products. They hope that the Railways would try to get the help of the Indian Standards Institute for setting up standards for these products.

The Committee note that the teething troubles in diesel locomotives are being rectified with the assistance of the Service Engineers of the manufacturers. The Committee hope that the defects in both diesel and electric locomotives will be rectified expeditiously and the incidence of their failures brought down 'considerably. The Committee expect that the Railways will try to get their own engineers trained in this matter so that dependence on the Service Engineers of foreign manufacturers could be dispensed with at the earliest.

The Committee would also suggest that special arrangements should be made by the Railways to impart specialised training to the running staff in the handling and maintenance of diesel and electric locomotives.

The Committee note that the best performance during the last three years, namely running 1,42,567 K.Ms. without any engine failure in 1963-64 is still below the target of 1,60,000 K.Ms. fixed by the Railway Board. Even if with their comparatively early stage of familiarity of diesel traction the target laid down may be considered as an exacting one for the Railways, the Committee hope that the Railways would aspire to achieve the target within a short time and draw up a programme for the progressive realisation of the target.

OVERAGED LOCOMOTIVES

Percentage of overaged narrow gauge locomotives

45. The Committee find from the following figures furnished by the Ministry of Railways that the percentage of overaged Narrow Gauge Locomotives on the South Eastern Railway is much higher as compared to the overall position on all Railways:—

Overaged Narrow Gauge Stock.

		Locomotives		Coaches	
<i>As on 31st March</i>		<i>No.</i>	<i>Percentage</i>	<i>No.</i>	<i>Percentage</i>
1961	S.E. Railway.	53	44·17	295	64·13
	All Railways	139	33·99	941	61·10
1965	S.E. Railway.	62	45·26	256	50·59
	All Railways	162	37·59	945	55·26

It has been stated that the increase in the percentage of over-aged Narrow Gauge locos since the beginning of the Third Plan is attributable to the retention of 14 N.G. steam locos in service in the age-group of 41—45 years, as against the normal life of 40 years in pursuance of the policy of replacement laid down for the Third Plan.

Replacement Programmes

46. The Railways had planned to procure 33 Narrow Gauge diesel locomotives for replacement during the Third Plan but the procurement expected to materialise is only ten such locomotives out of which five have been allotted to the South Eastern Railway.

Based on the addition of these five locomotives and the trends of condemnation during the last four years of the Current Plan, the percentage of overaged Narrow Gauge locomotives on the South Eastern Railway by the end of the Plan will be 43.17 percent as against the All India Railway figure of 29.11 percent.

As the utilization of rolling stock on the Narrow Gauge sections is not so intensive and the wear and tear generally is much less, the Railways feel that a comparatively higher percentage of over-aged stock is not likely to affect the quality of service.

In view of the fact that the South Eastern Railway has the largest Narrow Gauge Route amongst the Indian Railways, the Committee feel that the replacement programmes for Narrow Gauge locomotives should be formulated in such a manner that the percentage of overaged stock of N.G. locomotives on this Railway is not higher as compared to the over-all position of N.G. locomotives of all Railways, and that such replacements as far as possible are linked to the prescribed life of the locomotives.

LATE STARTS TO TRAINS

Observations by Efficiency Bureau

47. In their Study (No. 4/1963) on Locomotive Utilisation on the South Eastern Railway, the Efficiency Bureau of the Railway Board had observed:

“Late starts to trains are very heavy on the S. E. Railway and in nearly all the yards, more than 50% of the trains do not start to time, the extent of late start ranging on the average from 1 to 2 hours per train. These late starts are particularly heavy in Tatanagar,

Chakradharpur, Kharagpur, Khurda, Bhadrak, Sahdol and Waltair yards. Taking the total hours lost on this account per day and making an allowance of 10% for late starts in connection with connecting power, the number of engines lost on this account works out to roughly 12 to 13 locomotives for major yards only; the figure would be much more if smaller yards are also taken into account. The maximum late starts were found to be at Tatanagar and Chakradharpur and were mainly on account of late formation, detention for path, late arrival of incoming powers, train examination, etc.

The main difficulty on the S. E. Railway has been the time lag between the increase in traffic and the development of yard facilities. While traffic has been rising steeply, yard capacities to deal with it expeditiously, have not yet developed, with the result that reception, marshalling and despatch of trains has become a severe strain on most of the yards. The position will ease only when the remodelling of yards is completed, but in the meanwhile it should be possible to reduce late starts to some extent by better planning. Train engines should be ordered from shed on a more realistic basis, and where the position changes frequently, train arrangements should also be revised more often and the yard position kept constantly in view".

Steps taken to effect improvement

46. The Ministry of Railways have informed the Committee that the following steps have been taken by the South Eastern Railway to improve the position regarding late starts to trains:—

- (a) Expediting the remodelling of important yards.
- (b) Relieving pressure on the individual yards by distributing the work of marshalling amongst different yards to ensure that each yard makes an optimum contribution.
- (c) Introduction of long distance marshalling at important yards provided with adequate sorting and departure facilities to avoid dealing with such trains in intermediate marshalling yards as far as possible.
- (d) Augmentation of locomotive power resources to take into account the practical difficulties caused by section capacity limitation and line capacity works.

- (e) Commissioning of vacuum testing plants at all important yards during the last 5 years for pre-testing of vacuum on the trains before the engine is attached. About 28 have been commissioned during the last three years.
- (f) Intensifying examination on the incoming trains to reduce sick marking of wagons on outgoing trains.
- (g) Increasing the supervisory cadre at different yards and employing special chasing squads to check on reasons for detentions, analyse them and take remedial measures.
- (h) Introduction of crack trains to fixed schedules on link basis.
- (i) Providing improved channels of communication between the Yard Supervisor and other shunting staff spread over the different sections of the yard by introducing paging and talk-back systems.

Present position

49. The trend of improvement, effected as a result of these measures, may be noticed from the performance figures of a few important yards on this Railway, given below:—

<i>Percentage of Right Time Starts.</i>				
	1961—62	1962—63	1963—64	1964—65
*Kharagpur	20.6	24.7	17.5	28.3
†Tatanagar	11.6	18.8	21.5	41.4
Chakradharpur	12.0	28.7	43.7	61.7
‡Bondamunda . . . . .	..	..	26.7	35.3
Bilaspur	29.6	32.9	47.3	47.8
‡Bhilai M. Yard . . . . .	..	44.0	44.8	57.6

The Railways expect that with the completion of remodelling work and mechanisation of these yards, Right Time starts would improve very appreciably.

The Committee note that while there has been some improvement in the percentage of right time starts to trains from the Yards, the position is still far from satisfactory in most of the Yards. The Committee feel that vigorous efforts should be made to ensure that an appreciable improvement is effected in the matter of right time starts. They would further like to stress the necessity of quick delivery of goods and of avoiding loss of engine hours due to failure in starting of trains at right time.

*New yard with largely extended facilities being constructed at Nimpura ; present yard has very limited and inadequate facilities.

†Yard still under remodelling.

‡Not yet equipped with mechanical retarders and power operation of points ; this work is to be taken up shortly.

LOW SPEED OF GOODS TRAINS

50. The following table shows the position regarding the average speed of goods trains on the South Eastern Railway as compared to other Railways during 1962-63 and 1963-64:

Train KMs per Train Engine Hour

Name of Railway	Broad Gauge		Narrow Gauge			
	Through Goods trains (All traction)		All goods trains (All traction)		All goods trains (All traction)	
	1962-63	63-64	1962-63	63-64	1962-63	63-64
Central	19.5	19.2	16.9	16.4	13.6	13.3
Eastern	21.6	22.3	16.6	17.2	..	..
Northern	18.8	19.9	15.0	15.4	11.0	10.9
North-Eastern . .	11.5	11.6	11.5	11.6	..	..
Northeast Frontier	14.5	..	11.6	11.9	9.98	9.82
Southern	14.1	13.9	12.8	12.6	15.8	16.2
South Eastern . .	15.2	16.7	13.1	13.9	12.7	12.6
Western	21.0	20.1	17.6	16.7	14.1	13.7
Average for all Rlys.	18.4	18.8	15.4	15.5	12.0	11.8

It will be observed that while the average speed of goods trains on the Narrow gauge sections of the South Eastern Railway compares favourably with the all Railway average, the average speed on the Broad Gauge (both for Through Goods Trains and all Goods Trains) was lower than the all Railway average and also lower than the corresponding speeds on most of the important Railways.

51. It has been stated by the representative of the Ministry during evidence that the speed depends upon the density of traffic, the pattern of traffic and the topography of different sections of the Railways. It has been added that while no target has been fixed for the Railways as a whole each Railway does fix a target for each section and when the performance reaches that target, the same is changed to a little higher figure.

The Committee note that there has been some improvement in the speed of goods trains on the Broad Gauge Sections of the South Eastern Railways, inasmuch as the speed for all goods trains (all traction) rose to 14.4 KMs per hour in 1964-65 and 15.3 KMs per hour in 1965-66 (April to June) from 13.9 KMs in 1963-64 and 13.1 KMs. in 1962-63.

The Committee hope that with the completion of the extensive modernisation programmes undertaken by the South Eastern Railway, it would be possible for this Railway to provide much faster services for the transport of goods and thus keep pace with the ever-increasing load of goods traffic on that Railway.

Movement of Passengers

52. It has been represented to the Committee that "there is a feeling in the minds of the passengers that the authorities of the South Eastern Railway are interested only in goods traffic".

Increase in passenger traffic and additional trains run

53. The Committee desired to know the extent of increase in passenger traffic on the South Eastern Railway since 1955-56 and the corresponding increase in the number of passenger trains introduced to cope with the increase. The information furnished by the Ministry of Railways is reproduced below:—

"The number of passengers carried during the period from 1955-56 to 1964-65 and increase in passenger train and vehicle Kilometrage during the same period are indicated below:—

(Figures in Millions)

Year	No. of Passengers carried	Passenger train Kilometrage	Vehicles Kilometrage
1955—56	56·61	13·688	267·972
1956—57	66·72	13·729	274·609
1957—58	69·51	13·729	277·831
1958—59	71·42	13·905	278·205
1959—60	72·80	13·754	286·745
1960—61	76·47	14·001	289·933
1961—62	80·62	14·314	298·330
1962—63	87·86	14·796	312·780
1963—64	97·09	15·724	335·764
1964—65	109·49	16·467	351·895

2. The number of Mail/Express, passenger and Suburban local trains running at present as compared to 1955-56 is as indicated below:—

Year	Number of Mail/Express	No. of Passenger (Exclg. Suburban)	No. of Suburban local.
1955—56	10	72	34
1965—66	22	88	36
Percentage increase	120	22	6

3. In addition to the introduction of additional train services, the following steps have been taken to cope with the requirements of increased traffic:—

- (i) In 1955-56 all the 34 Suburban Locals were running with 8 bogies each. The loads of the 36 locals being run at present are as follows:—

<u>No. of trains</u>	<u>No. of bogies</u>
18	12
10	10
8	8

These steps have increased the seating capacity by nearly 40% as compared to the 1955-56.

Proposals are also in hand to augment the loads of the remaining 10-bogie and 8-bogie local trains to 12 bogies shortly.

- (ii) The runs of 19 passenger trains have been extended over certain sections.
- (iii) Loads of all trains running in 1955-56 have been progressively augmented by 99 bogies by 1965-66, representing an increase of about 15.75%.
- (iv) 1850 special trains were run besides regular services during the period 1955-56 to 1965-66 to clear seasonal rush of traffic.
- (v) After electrification, it is planned to augment the number of suburban locals gradually to 42 daily to meet the demand.

It has also been planned to introduce 9 pairs of additional non-suburban trains and to extend the run of three pairs of trains during the Fourth Plan.

4. On the Narrow Gauge system, 6 mixed trains were converted into passenger trains. By this measure, the load of each train was increased by 2 bogies. One mixed train was also introduced between Rupsa and Baripada."

The Committee would suggest that the South Eastern Railway should give proper publicity to the introduction of additional passenger trains on that Railway so as to wipe off any impression in the minds of Railway users that the interests of passenger traffic are being ignored by this Railway.

Traffic in Howrah-Kharagpur Section

54. It has been represented to the Committee that although, with the growth of industries, the Howrah-Kharagpur Section has become one of the greatest industrial belts in the country and the traffic has tremendously increased, no new passenger trains could practically be introduced on this section during the last 10 to 12 years. The representative of the Ministry has confirmed during evidence that the passenger traffic on this section has gone up from 14 million in 1955-56 to 20 million in 1963-64, i.e. an increase of about 40 per cent.

Asked as to the corresponding increase in the number of passenger trains, the representative of the Ministry has stated that as against 28 passenger trains and 33 suburban trains run in 1955, there are 30 passenger trains and 36 suburban trains in 1965. Apart from this, the number of bogies on nine pairs of suburban trains has been increased from 8 to 12 and on the remaining 8 and 10 bogie trains also the number of bogies is being increased to 12. Thus, though in terms of number of trains, the increase would come to only about 10 per cent, in terms of coaches it would come to 40%.

The Railway expect an increase of 10% every year in the suburban traffic and to meet this increase they propose to have during the Fourth and Fifth Plans 42 pairs of EMU suburban locals besides three pairs of Mail, Express and Passenger trains on the Howrah-Kharagpur Section. It is stated that after completion of electrification of this section by the middle of 1967, it would be possible for the Railways to introduce a number of additional suburban trains.

The Committee need hardly stress that the South Eastern Railway should keep a constant watch on the growth of passenger traffic on this important section and take necessary steps from time to time to augment the train capacity commensurate with the increase in passenger traffic, and thus ensure that the transport facilities available match the requirements.

Through Train linking Orissa with Delhi

55. It has been suggested to the Committee that in view of the South Eastern Railway Passengers' difficulties in boarding the Delhi trains at Howrah and other Eastern Railway stations, one pair of Howrah-Delhi Express via Kharagpur, Adra and Gomoh should be introduced.

The representative of the Ministry has stated during evidence that on account of the route being longer, such a train is not likely

to be popular with the travelling public coming from Howrah to Delhi. Moreover the volume of traffic is not sufficient to justify the introduction of such a train.

In view of the fact that most of the existing trains between Howrah and Delhi are not only overcrowded but at any rate take about 30 to 35 hours to cover the distance, the Committee would suggest that the Railways may continue to gauge the traffic and consider the feasibility of introducing an additional train from Howrah to Delhi via Kharagpur, Adra and Gomoh to enable the passengers coming from Orissa side to entrain at Kharagpur instead of having to travel all the way upto Howrah.

Co-ordination between Rail and Road Transport

56. It has been represented to the Committee by a Passengers' Association that co-ordination between rail and road transport, which is essential not only in the larger interests of national economy but also to keep the remunerative character of both kinds of transport, is mostly lacking in the areas served by the South Eastern Railway. The Association has suggested that to help quicker movement of increasing traffic, feeder bus services should be run to link important stations. In this connection, it has been stated that even some suburban stations like Andul and Santragachi are not linked with a bus service and that some feeder bus services might also operate from stations like Adra, Bankura and Purulia.

The representative of the Ministry has admitted during evidence that there is no proper machinery to effect sufficient co-ordination between rail and road transport, though the Railways are doing all that is possible for them in the matter. In order to avoid duplication of services, the Railways participate in three road transport corporations in the area served by the South Eastern Railway, viz., the Orissa Road Transport Company, the Bihar Road Transport Corporation and the Madhya Pradesh Road Transport Corporation.

The Committee also understand that the Committee on Transport Policy and Coordination has also looked into the question of rail-road coordination and has submitted its report.

As regards running of feeder bus services, the representative of the Ministry has expressed the view that it would be useful if such services could be run by the road transport agencies.

The Committee feel that some suitable machinery to ensure an effective co-ordination between road and rail transport is long overdue and hope that the same would be evolved by Government at an early date, if necessary on an all-India pattern, so that the rail and road transport function in a manner complementary to, and not in competition with, each other. Pending the formation of such a machinery, the Committee would suggest that the South-Eastern Railway may bring to the notice of the transport authorities/corporations concerned the desirability of running feeder bus services for important stations, including those mentioned above, in a planned manner.

Movement of Goods

TONS CARRIED AND EARNINGS

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

In the following paragraphs, the movement of some of the principal commodities carried over the South Eastern Railway is discussed.

STEEL TRAFFIC

Steel Plants served

58. The South Eastern Railway loads the finished products of three Steel Plants, viz. the Tata Iron & Steel Company, the Rourkela Steel Works and the Bhilai Steel Works of Hindustan Steel Ltd.

Representatives of the Steel Plants and the Railway meet once a month to consider a tentative programme showing the approximate requirements for the anticipated movement of finished products. This gives a general indication to the Railway of the task for the month but actual indents are placed daily after a discussion each day between the representatives of the Steel Plants and the Allotment Offices. At this meeting the temporary restrictions that may be in force as well as other local difficulties are taken into account and the indents are placed to the best advantage of the Steel Plants and the Railway. These indents are to be complied with within 3 days; if not, the indents get cancelled and are placed again. Allotment is made against all the indents placed.

The loading of finished products is planned in ordinary wagons or BOX wagons or BFRs. A Statement showing the total tonnage despatched by each Steel Plant from 1962 to July 1965 is given below:—

(Despatches in metric tons)

<i>Commodity</i>	1962-63	1963-64	1964-65
Rourkela			
Plate Mill	168173	184822	191478
Hot strip Mill	81659	247577	255120
Cold Rolling Mill	101254	135807	184253
Others	35278	114859	77087
Pig Iron	82146	62591	94470
Total	468510	745656	802408
Bhilai			
Pig Iron	332915	407451	337375
Billets	246904	226542	246353
Rails	233629	264099	233065
Structurals	307436	398855	472023
Total	1120884	1296947	1243816
TISCO			
Blooms, Billets and Slabs	411543	490757	386745
Tin Bars and Hoe Bars	87751	80435	88101
Rails	89498	66089	101557
Structurals	475999	496753	481655
Sheets	120842	103740	137809
Others	270881	270604	286504
Total	1456514	1508378	1482371

Wagon position

59. No special arrangements for the supply of ordinary/BOX wagons are required as Steel Plants utilise the ordinary/BOX wagons received in the plant with raw materials for loading their finished products in accordance with the allotments made by the Railway. The availability of BOX wagons for the movement of finished products invariably exceeds the requirements of Steel Plants. The availability of ordinaries is also generally sufficient for backloading. Ordinary open empties (KCs) are supplied on the request of the Steel Plants when necessary.

BFR Wagons

60. However, in the case of consignments requiring the use of BFR type wagons which are not utilised for the movement of raw materials to Steel Plants, special arrangements have to be made by the Railways for the supply of empty BFR wagons to Steel Plants in accordance with indents submitted by the Steel Plants from day to day. The extent to which the B.F.R. requirements of Steel Plants were met during 1964 and 1965 is indicated in the statement at Appendix III; from which it will be observed that supply of B.F.Rs. has been maintained at a satisfactory level.

Other products loaded

61. Apart from finished products, there are also by-products like benzene, coal tar, etc. offered for despatch by the Steel Plants. For this traffic, a certain number of tank wagons have been allotted. These have been found to be more than sufficient for the purpose.

Liaison with Steel plants

62. Liaison is maintained at both the headquarters and field levels. There is an officer of the Intermediate Administrative grade at the South Eastern Railway headquarters specially to watch the transport needs of Steel Plants in respect of raw materials, finished products and allied matters. There are also Area Officers posted at the Railway stations serving the Steel Plants. The one at Tatanagar is a Senior Scale Officer while at the other two places Assistant Officers are working as Area Officers. Frequent meetings are held with the representatives of Steel Plants. Hindustan Steel, which controls the Plants at Rourkela and Bhilai, also have their representatives at Calcutta, who get in touch with the South Eastern Railway Headquarters whenever they consider it necessary.

Contamination of Tank Wagons

63. It has been represented to the Committee that the tank wagons supplied by the South Eastern Railway to the Steel Plants for loading of Benzene are quite often contaminated with rust. A particular Steel Plant has represented to the Committee that out of 102 wagons supplied during the period January 1965 to June 1965, 63 wagons, i.e. nearly 60% were contaminated and defective and it took the plant 5-14 days for cleaning these wagons. They have suggested that while sending empty tank wagons, the Railways should ensure that wagons have been cleaned and are in fit conditions for loading.

64. The Ministry of Railways have informed the Committee that there is no agreement as such between the South Eastern Railway

and the Steel Plants but that the following arrangements exist for cleaning of tank wagons before their supply to Steel Plants for loading of Benzene and other by-products:—

“Tank wagons are earmarked and stencilled for the movement of benzene and other by-products. While Railways steam-clean tanks before offering them to clear alternative traffic, they do not undertake any special cleaning every time before supply to the Steel Plants for loading of the products for which they are earmarked. This is left to the Steel Plants and the arrangements for cleaning vary from plant to plant. These are as follows:

TISCO:—The firm does not undertake any cleaning of tank wagons before loading and conducts only a water test to make sure that there is no leakage in the tank. The firm has not approached the Railway for steam-cleaning facilities.

BHILAI:—As a routine measure, benzene tank wagons are steam washed by HSL/Bhilai to maintain the quality of the commodity. Further, they are steam-cleaned in the loco shed at Bhilai once in three months to clear sludge.

ROURKELA:—The tank wagons required for this Steel Plant are based at Bondamunda. The tanks supplied are generally steam-cleaned in the Railway's sick line whenever necessary and invariably if they have been contaminated by loading some other products. But, as the purity requirements of this Steel Plant appear to be of a specially high standard, the Steel Plant undertakes further special cleaning inside the Plant area before loading benzene. The Steel Plant has a special process for doing so, which is rather elaborate involving cleaning and drying in six different stages.”

65. The representative of the Ministry has stated during evidence that the Benzene tank wagons are not demanded by the Steel Plants for long periods and the Railways have to utilise the same for loading something else.

The Ministry feels that the Steel Plants should either acquire their own Benzene tank wagons or make adequate arrangements in their Plants to clean the wagons according to their own specifications and requirements.

In view of the fact that the purity requirements for Benzene have necessarily to be of a very high standard, the Committee feel that it would be better if the Steel Plants themselves make all suitable

arrangements for cleaning of tank wagons expeditiously according to their specifications. The Railways should, on their part increase the free time required by the steel plants for cleaning the wagons.

The Committee would, therefore, suggest that the matter may be discussed between the representatives of the steel plants and the South Eastern Railway with a view to arriving at a mutually agreed free time for cleaning of tank wagons from the point of view of broad national interest.

Fixed Scheduled Trains

66. It has been suggested to the Committee that the South Eastern Railway can improve their service considerably by introducing fixed scheduled trains for carrying raw materials to the Steel Plants.

The representative of the Ministry has stated during evidence that the fixed scheduled trains can be worked only under certain conditions, namely—

- (i) There is no wide fluctuation in the movement of raw materials from specific loading points;
- (ii) There should be uniform movement throughout the year; and
- (iii) Wagons should not be detained beyond the permissible free time for completion of loading/unloading.

It has been added that the South Eastern Railway had tried to run some fixed scheduled trains in 1959 for movement of iron ore to TISCO from Gua, but the arrangements could not be continued on account of the inability of the loading and unloading points to comply with all these conditions.

The Committee feel that the running of scheduled trains for raw materials would be of mutual benefit to the Railway and the Steel Plants in that it would mean better utilisation of wagons and regular supply of materials to the plants. They regret that a regular time schedule could not be maintained for loading and unloading in the past. The Committee hope that the system of scheduled trains would be reintroduced for all Steel Plants in stages.

MOVEMENT OF COAL

Coalfields from where moved

67. Coal is loaded from the following areas on the South Eastern Railway:—

- (a) Bengal-Bihar coalfields (115 collieries and 2 Coke Plants).

- (b) Central India coalfields (28 collieries)
- (c) Talchor coalfields (3 collieries), and
- (d) Pench valley coalfields on the Satpura District (Narrow Gauge) (8 collieries).

Prior to July, 1964, the movement of coal from the above coalfields to Steel Plants, Washeries, and other consumers used to take place in accordance with monthly loading programmes issued by the Coal Controller for implementation by the Railways on the basis of indents submitted by collieries/washeries/coke plants or on the basis of blockrake/fixed loading programmes drawn up by the coal Controller, which were implemented regardless of indents but with the prior consent of the collieries concerned. From July 1964, however, all controls on the distribution of soft coke and non-coking coals of grades II and below were removed with a view to improving the off-take of these grades of coal, for the movement of which loading programmes are submitted direct by the collieries to the Railway Allotment Offices for implementation on the basis of indents submitted from day-to-day by the collieries concerned. The day-to-day allotments for both controlled and decontrolled grades of coal are, however, based on the day-to-day availability of wagons which are distributed among various consumers according to the Coal Controller's priority schedule.

Co-ordination with producers and consumers

68. The rail transport problems of producers and consumers of coal are discussed at meetings of the Coal Production and Distribution Advisory Committee, which are convened on a quarterly basis by the Coal Controller who is the Chairman of this Committee. The Committee consists of representatives of associations of producers and consumers of coal, of the coal loading railways, and the Iron and Steel Controller. Special problems relating to the movement of coal to Steel Plants and washeries are discussed at quarterly meetings convened by the Coal Controller with representatives of Steel Plants, Washeries, Collieries and the coal loading railways. Adequate liaison in respect of local problems is maintained at the Divisional level at quarterly meetings of the Railways and the Collieries Advisory Committee held alternatively at Asansol and Dhanbad for collieries in the Bengal/Bihar field, and monthly meetings held at Bilaspur for collieries in the Korea-Rewa field.

Supply of Wagons to low priority consumers

69. It has been represented to the Committee by a leading Chamber of Commerce that, although quantitatively there has been an im-

provement in the movement of coal on the Southern Eastern Railway, the low priority consumers obtaining their supplies of coal from West Bengal/Bihar coal fields do not get the full benefit of rail transport. It has been added that during April to June, 1965, the low-priority consumers all over Orissa, parts of Andhra and Madras and the West Bengal districts of Bankura and Midnapur, etc. were able to get only a daily average of 50 wagons which does not constitute even a fraction of the total need of this large number of consumers over this wide area.

70. The Ministry of Railways have furnished the following break-up of loading on South Eastern Railway from the West Bengal/Bihar coal fields for April, May and June, 1965:

	<i>Steel Plants</i>		<i>Washeries</i>		<i>Other Consumers</i>	
	<i>Indent</i>	<i>Loading</i>	<i>Indent</i>	<i>Loading</i>	<i>Indent</i>	<i>Loading</i>
April, 1965	984	963	327	286	1003	378
May, 1965	981	837	331	288	1056	379
June, 1965	896	840	348	309	879	407
Average	953.7	880	335	294	912.7	388
Target		876		630		350

It has been clarified that loading for 'other consumers' includes approximately 110 wagons per day for railways, 40 wagons for Thermal Power Stations, two wagons for export and two wagons for Bunker. Most of the Bunker supplies of Visakhapatnam are from Eastern Railway. The balance of 234 wagons is the daily average supply between April and June for the remaining consumers, situated largely in the West Bengal districts of Bankura and Midnapore and north of Cuttack in Orissa. (Consumers south of Cuttack in Orissa, Andhra and Madras obtain their requirements of coal from the outlying coalfields).

The Ministry of Railways have further stated that prior to December 1964, no difficulty was experienced by the South Eastern Railway in meeting the rail transport requirements of high as well as low priority consumers. The latter failed to utilise the available transport capacity for building up stocks of coal despite the removal of distribution controls on soft coke and non-coking coals of grades II and below from July 1964. From December 1964 onwards, there was a sudden spurt in the demands for movement of controlled as

well as decontrolled grades of coal from the Bengal/Bihar and Korea/Rewa fields as will be evident from the following figures:

Months/Years	West Bengal & Bihar Indent	Korea-Rewa Indent
August, 1964	1404	503
September, 1964	1515	538
October, 1964	1421	508
November, 1964	1499	538
December, 1964	1596	572
January, 1965	1836	646
February, 1965	2004	699
March, 1965	2140	646
April, 1965	2314	720
May, 1965	2368	924
June, 1965	2123	954
July, 1965	1657	783

71. The large increases of indents, much in excess of normal fluctuations from December 1964 to June 1965, could not be moved currently and the South Eastern Railway had to defer some piece-meal programmes for lower priority consumers in the interests of higher priority consumers and block rake movements. In spite of this, lower priority consumers obtained considerably more supplies in 1965 than in 1964 as will be evident from the following table of wagons allotted in the Bengal/Bihar field for movement of brick burning coal and soft coke, which have a very low order of priority:—

	Average number of wagon per month	
	Brick burning coal	Soft coke
January to October 1964	594	407
January to October 1965	948	601

The indents for "other consumers" have slumped since August, 1965 and are being met 100% inspite of the heavy demands for movement on Defence account, foodgrains etc. wagons are, in fact, again becoming surplus.

The Committee would like to point out that the low priority consumers are usually the rural and the semi-urban common people who use it for burning bricks and for domestic consumption.

The Committee would, therefore, suggest that to obviate the complaints regarding inadequate supply of wagons for low priority consumers, the Railway should maintain an effective liaison with representatives of such consumers and arrange for supply of wagons according to their requirements.

Late arrival of Coal Pilots

72. It has been represented to the Committee that there is a variation of 6 to 8 hours from the scheduled time in the arrival of coal pilots in the Bengal/Bihar Collieries and that in the outlying coalfields the pilot is sometimes delayed even by one day or more.

The representative of the Ministry has stated during evidence that the coal pilots start from the coal depots after the receipt of empties from the various areas and any delay in the arrival of these empties results in delay in the departure of the coal pilots.

In a written reply furnished to the Committee the Ministry of Railways have stated that the arrivals of coal pilots at colliery sidings vary from day to day on account of fluctuations in the workload of the pilot, and often on account of such factors as irregular loading programmes or incomplete loading of wagons, necessitating isolation of such wagons from loaded stock with consequent repercussions on the timely placement of wagons at other collieries served by the same pilot. Detention to coal pilots on colliery account are not uncommon. The number of wagons detained for completion of loading are as under:—

Month/Year	West Bengal/ Bihar field	Korea/Rewa field	Talcher field
January 1965 . . .	2284	597	59
February 1965 . . .	2537	419	381
March 1965 . . .	3053	892	366
April 1965 . . .	4003	595	354
May 1965 . . .	3546	446	277
June 1965 . . .	2462	620	357
July 1965 . . .	3900	637	314
August 1965 . . .	5580	279	290
September 1965 . . .	4968	1158	99
October 1965 . . .	3854	908	259

It has been added that all that the Railways can endeavour to ensure is that the coal pilots leave their Depots to schedule.

73. The Railways have been able to improve the position in this regard and during October, 1965, the percentage of coal pilots on South Eastern Railway leaving the base depot within 30 minutes of the scheduled departure were:—

West Bengal Coal Fields	72%
Talcha	70%
C.I.C.	82%

These percentages indicate that the variations in the time of supply are for the most part marginal except when the normal pattern of working is dislocated by abnormal developments, such as accidents, power failures etc.

While the Committee have to doubt that the Railways would continue to endeavour to further improve the position regarding departure of coal pilots from the base depot, they feel that the Railways and the collieries should have continuous and adequate coordination in the matter of placement and loading of wagons so that detentions to coal pilots on collieries account are also brought down and a smooth and continuous clearance of coal is ensured.

Remodelling of assisted coal sidings .

74. Consequent upon the introduction of Box wagons, the Railways intimated to the Coal Companies regarding the necessity of making the sidings fit for running of this type of wagons and in the case of assisted sidings estimates were also submitted to them by the Railways for acceptance and deposit of their share of the cost of remodelling.

It has been represented to the Committee that in the case of some collieries which have deposited their share of the cost of remodelling with the Railway, no progress has been made and as such they are being penalised for no fault of theirs. The Ministry of Railways have informed the Committee that there are 19 assisted sidings which are proposed to be strengthened to make them fit to Box type of wagons. The dates on which the estimates were sent to the coal companies as well as the dates of acceptance of the estimates by them together with reasons for delay in completion of the re-modelling work are given in the statement at Appendix IV.

The Committee note that while in most of the cases the delay in re-modelling the assisted sidings is due to non-completion of the sub-grade work which is the responsibility of the colliery firms themselves

and while in most cases estimate sanctions and work orders were issued by the Railway within a month of the deposit made by the collieries, there are four cases in which such sanctions have been held up with the Railways for more than three months.

The Committee hope that the estimate sanctions and the work orders in all the cases will be issued by the Railway as far as possible within one month.

The Committee need hardly stress that in this matter, there should be better understanding and collaboration between the South Eastern Railway and the collieries. The South Eastern Railway may therefore take up with the collieries concerned the question of early completion of the sub-grade work (including ballast) so that the Railway portion of the remodelling work could also be taken in hand soon thereafter.

MOVEMENT OF PERISHABLES

Principal Perishable Commodities moved:

75. The principal perishable commodities carried by the S.E. Railway are betel leaves, mangoes, oranges, mosambis, lemons, plantains, guavas, grapes, vegetables, fish and eggs.

Betel leaves are booked as parcels mostly from Bagnan, Machada, Panchkura, Galanthra, Berhampur, Bhubaneshwar, and Chatrapur stations and are booked to a large number of stations on this Railway as well as to Bombay, Ahmedabad, Allahabad, Delhi, Mughalsarai, Varanasi and Lucknow. The average time taken ranges from 2 to 5 days, according to distance, for local destinations and 3 and 6 days for destinations on other Railways.

Mangoes are loaded mostly from Anakapalle, Anaparti and Rajahmundry stations on the Southern Railway and stations on the Waltair Division of the South Eastern Railway, both as parcels and goods. The destination stations are Puri, Khurda Road, Cuttack, Rourkela, Shalimar, Tatanagar, Katni, Bilaspur, Durg and Raipur. The average transit time by parcel service is 3 days and by goods 5 to 10 days depending upon the distance.

Fish traffic booked at parcel rate moves chiefly from stations on the Khurda Road Division, viz. Chatrapur, Humma, Rambha, Khallikote, Chilka, Belugaon, Gangadharapur, Kuhuri and Kalupaharghat to Howrah. The average time taken is 2 days.

Guava is booked by parcel service from Bilaspur to Howrah and the time taken is 3 days. Plantain traffic is booked mainly as parcels from Rajahmundry, Anakapalle, Dwarapudi and Anaparti (stations

on the Southern Railway) to important stations on the South Eastern Railway. Average time taken is 3 to 4 days.

Oranges are booked both as parcels and goods from Nagpur, Nasik Road, Ramtek and Kamptee. The destination stations are Durg, Raipur, Bilaspur, Tata, Kharagpur and Shalimar. The average time taken is 2 to 5 days by parcel service and 6 to 8 days by goods service, depending upon the distance.

Vegetables are loaded as parcels from Mael, Gola Road, Ramgarh Town, Suisa and Torang to Howrah, Rourkela, Ghatsila and some other local destinations. Time taken is 2 days.

Eggs are booked as parcels from stations on the Southern Railway to Howrah, Tata, Durg and Raipur. The average time taken varies from 3 to 7 days depending on the distance.

Lime traffic moves as parcel from stations in Vijayawada Division of Southern Railway to Howrah. The average transit time is 4 to 6 days.

Mosambis are booked as parcels from Vijayawada on the Southern Railway and Nasik, Chalisgaon and Manmad stations on the Central Railway to Howrah. Average time for transit is 4 days for traffic from Vijayawada and 6 days for traffic from the Central Railway stations.

Grapes are booked as parcels from Madras and Nasik Road to Howrah. Time taken is 5 days.

Steps taken to speed up the clearance and movement of perishable traffic

76. The following measures have been taken by the South Eastern Railway to ensure smooth and quick movement of perishable traffic:—

- (i) Separate accommodation is earmarked to the extent feasible in Mail and Express trains for clearance of the traffic.
- (ii) Loads of existing trains are augmented for clearance of perishable traffic during the season. Special trains are run wherever justified.
- (iii) For exclusive clearance of fish, a refrigerated van service is run between Chatrapur and Howrah.
- (iv) A fixed programme is notified to staff for the clearance of all parcel traffic.

- (v) Special perishable labels and seal cards are affixed to wagons carrying perishable traffic.
- (vi) The movement of perishable traffic in wagon loads is watched by Headquarters as well as Divisional Offices.
- (vii) A Standing Committee consisting of two senior scale officers, one Commercial and one Operating, has been formed at the Headquarters of the Railway for the purpose of keeping a continuous watch on the transit performance of goods and parcel traffic.

Special arrangements for movement of Mango traffic

77. Mango is the principal perishable traffic which moves from stations on the Waltair Division. An assessment is made of the anticipated traffic by holding a meeting with the trade well in advance every year and arrangements are made for allotment of wagons as required for its day to day clearance. Special trains are also run for exclusive clearance of this traffic whenever justified. A shuttle is also run between Waltair and Vizianagram for clearance of loads. From Vizianagram they are despatched by coaching specials in the Howrah, Raipur and Delhi directions.

While noting that some measures are being taken by the South Eastern Railway to ensure smooth and quick movement of perishable traffic, the Committee feel that the time taken for movement of lime traffic to Howrah (4 to 6 days), for eggs to Howrah, Tata, Durg and Raipur (3 to 7 days) and for grapes to Howrah (5 days) is rather excessive and can be considerably reduced. They would, therefore, suggest that efforts should be made to reduce the transit time in these cases.

MOVEMENT OF ORES

78. Among the important commodities carried by the South Eastern Railway is the Manganese Ore from Orissa which is moved to Visakhapatnam Port for export. It has been represented to the Committee that difficulty is being experienced by the exporters in getting regular supplies of wagons for loading of manganese ore from Bansi and Barajamda stations. On the other hand, continuous movement of iron ore, which is a monopoly of the State Trading Corporation, is taking place from these stations. It has been suggested that since the Orissa manganese ore is costlier than iron ore, the Railways should, while endeavouring to make adequate arrangements for both the ores, give priority to manganese ore and thus help in earning more foreign exchange.

The representative of the Ministry has stated during evidence that previously manganese ore used to be exported through the Calcutta port, but on account of the rise in the Calcutta port charges, the manganese ore exporters now find it cheaper to send it through Visakhapatnam port. Upto October, 1965, the port authorities had, on account of insufficient facilities at the port, imposed restrictions on the number of wagons. It is this restriction which had been responsible for insufficient allotment of wagons for manganese ore. It is stated that this step was necessary as the South Eastern Railway had themselves to regulate loading to avoid serious congestion and idling of wagons at the port. It has been further stated that the exporters of manganese ore are concentrating the loading at Banspani station, where the loading is done only on one line, and the registration of indents is also not in conformity with the arrival of ships and shipment commitments. The Visakhapatnam Port have now agreed to take in more wagons and the Railways have also suggested that the Metals and Minerals Trading Corporation may register the indents on behalf of the exporters and authorise the parties to load in accordance with shipment programmes and commitments.

Supply of wagons for movement of manganese ore

79. The Committee desired to know the number of wagons indented by, and supplied to the exporters for movement of manganese ore and iron ore from Banspani and Barajamda stations from month to month in 1965. The statement furnished by the Ministry is given in Appendix V.

The Committee find from the statement that whereas loadings of iron ore from Banspani fell short of indents only during three months, such shortfalls in the case of manganese ore continued from month to month and only in February, 1965, the indents for wagons were met in full by the Railways.

In view of the fact that the handling facilities at the Visakhapatnam Port have improved and the Port is in a position to take in more wagons, the Committee would urge that no effort should be spared for speedy movement of all the manganese ore that may be offered for export. The Committee feel that the question of failure to provide adequate number of wagons for the export of manganese ore should be urgently attended to—particularly in view of a slump in the export of manganese ore and the anxiety of the Government to boost the export.

SUPPLY OF WAGONS FOR JUTE MILLS

80. It has been represented to the Committee that the Chittivalasa and Nellimarla Jute Mills on the South Eastern Railway are

not being supplied with their full requirements of wagons and this results in accumulation of bales at the Mills.

The Committee desired to have particulars of indents, supply, loading and outstandings on account of these Mills during each month in 1965 and the statement furnished by the Ministry of Railways is reproduced below:—

Month	Chittivalasa			Nellimarla		
	Indents	Supply and Loading	Outstanding at the end of the month	Indents	Supply and Loading	Outstanding at the end of the month
January'65	7	7	—	14	13	—*
February'65	6	6	—	14	10	4
March'65	6	5	1	12	14	1*
April'65	8	8	1	7	5	3
May'65	9	2	8	12	3	12
June'65	23	13	18	10	12	10
July'65	15	31	2	12	19	3
August'65	16	16	2	11	11	3
September'65	19	21	—	8	11	—
October'65	14	14	—	20	20	—

The Committee note from the above statement that the supply and loading fell short of indents during March, May and June, 1965, in the case of Chittivalasa Mill and during February, April and May, 1965, in the case of Nellimarla Mill.

The representative of the Ministry has stated during evidence that there were difficulties in May, 1965, as the Railways had to give high priority to the clearance of foodgrains which had arrived in large quantities after the American Port strike.

The Committee note that the position regarding wagon supply has been gradually improving after June, 1965, and there were no outstandings at the end of the September.

The Committee hope that all the wagons indented for by the two Jute Mills would be promptly supplied hereafter.

INTRODUCTION OF BOX WAGONS

81. It has been represented to the Committee that the decision of the Railways to stop or reduce the production of four-wheeler wagons

*One indent cancelled.

and produce more and more of Box-wagons, which were originally meant for heavy industries, is causing difficulties for new smaller industrial units as they cannot be quickly geared up to deal with Box types of wagons. The representative of the Ministry has stated during evidence that since the greatest increase in traffic on the Indian Railways is on account of bulk commodities like lime-stone, iron ore, manganese ores, fertilizers, and foodgrains etc., for which the most suitable types is the bogie wagons, the Railways are manufacturing more and more of such bogie wagons. It has been added that whereas the number of four-wheelers being manufactured is now very much smaller, these wagons are not being completely abolished and the Railways would still be having about 1,40,000 of four-wheelers at the end of the Fourth Plan.

It has been further stated that it is not correct to state that the Box wagons were intended only for heavy industries but that the difficulty comes in because of the incompatibility of the Box-wagons with the four-wheelers as the former were originally manufactured with central buffer couplings which cannot be coupled to ordinary four-wheelers at the screw couplers. The Railways are gradually removing this incompatibility either by having a transitional coupler or by having all the wagons with central buffer couplers and once this incompatibility is removed, there will be no difficulty. The number of four-wheelers would gradually go down and when it falls down to about 40,000 they would all be fitted with central buffer couplings by removing the screw couplings. All the wagons will thus have one type of couplings and the Railways would have no difficulty in giving single wagons to any user.

The Committee suggest that careful planning should be done by the Railways while introducing Box wagons for use by different industries so as to ensure that no undue inconvenience is caused to the small industries.

CHAPTER V

PASSENGER AMENITIES AND COMMERCIAL MATTERS

Passenger Amenities

Basic Amenities

82. There are 577 stations on the South Eastern Railway (B.G. 480 and N.G. 97) as on 31-3-1965. The minimum standard of basic amenities, to be provided at stations, listed below, was prescribed in 1952.

Waiting hall,
Benches,
Suitable arrangements for lighting,
Waiting hall and booking office,
Drinking water supply,
Improved type of latrines,
Pucca platform surface,
Proper booking arrangements,
Planting of trees.

The provision of additional amenities at stations such as lighting, high level platforms and cover over platforms etc. is reviewed annually in consultation with the Zonal Railway Users' Amenities Committee and a programme made out according to priorities.

The Committee have been informed that with the recent completion of the work relating to provision of full basic amenities on eight stations, there are only two stations on which the basic amenities provided are still deficient to the extent shown below:—

S. No.	Station	Particulars of works yet to be provided	Position
1	Balpor Halt	Provision of waiting shed	Work in progress and 30% completed.
2	Dugde	Do.	Work in progress and 25% completed.

The works at these stations are expected to be completed by March 1966.

The Committee would urge the need for completion of the work relating to provision of full basic amenities at these stations according to schedule.

The Committee also note that the minimum standards of basic amenities to be provided at stations were prescribed as long back as in 1952. In view of improvements in standards all-round, the Committee would reiterate the recommendation made in their Sixty-Fifth Report on North Eastern Railway that a committee may be constituted by the Railways to review the standard of minimum basic amenities to be provided at stations, particularly for third class passengers. Pending such a review, the Railways should not remain content with providing the minimum basic amenities as prescribed in 1952 which may not be considered adequate according to present standards.

Shortfalls in expenditure on passenger amenities

83. The allotment and the actual expenditure on Passenger Amenities on the South Eastern Railway during the Second and Third Plan period is as follows:

(Rs. in lakhs)

Year	Budget allotment	Actual expenditure
Second Plan		
1956-57	27	18
1957-58	54	21
1958-59	25	40
1959-60	61	40
1960-61	46	39
	<u>213</u>	<u>158</u>
Third Plan		
1961-62	61	34
1962-63	50	45
1963-64	59	58
1964-65	50	48
1965-66	55	72
	<u>275</u>	<u>257</u>

Reasons for shortfall

84. The main reason for shortfall in expenditure was that various line capacity works like Yard remodellings, doublings, extension to loops etc. were in progress at the stations and Passenger Amenity works could not be undertaken till the former had sufficiently progressed.

The Committee are not happy about the continuous shortfalls in the utilisation of funds allotted for provision of passenger amenities on the South Eastern Railway. In this context they would also draw attention to the decision to raise the annual provision for the users' amenities on the Indian Railways from Rs. 3 crores to Rs. 4 crores on the recommendation of the Railway Convention Committee. In order to ensure that this increased allocation for passenger amenities renders real benefits to the railway users, it is imperative that the Railway Board should stress on all the Zonal Railways the desirability of utilising in full the funds allotted to each for this purpose.

Inadequate amenities at Kharagpur

85. It has been represented to the Committee by a Passengers' Association that the waiting room facilities at Kharagpur are quite inadequate and need to be improved by remodelling of the existing waiting rooms and by providing a separate Third class waiting room for ladies.

The representative of the Ministry has stated during evidence that the Railways are already considering the question of providing additional accommodation in the first class waiting room at Kharagpur. The Railways do not consider it necessary to provide a separate Third class waiting room for ladies, but lady passengers holding Third class tickets are permitted to use the combined 2nd/3rd class Ladies' Waiting Room.

The Study Group of the Estimates Committee which visited Kharagpur in July, 1965, had found that the furniture and fittings in the retiring rooms were in a dilapidated condition.

The Committee suggest that along with the improvement and provision of additional accommodation in the waiting rooms at Kharagpur, the South Eastern Railway may also look into the question of making necessary improvements in the condition of furniture and fittings in the retiring rooms there.

Electrification of stations

86. The Committee have been informed that there are 268 stations on the South Eastern Railway which are yet to be electrified.

The representative of the Ministry has stated during evidence that the Railways have planned for the electrification of 105 stations during 1965-66 and 1966-67 and that further programmes for electrification of stations will depend on the availability of power from the State Electricity Boards.

The Committee suggest that the Railways should seek the help of the State Governments concerned in getting the necessary supplies of power so that as large a number of stations as possible are electrified during the Fourth Plan period. Meanwhile, the Committee hope that the Railways would see to it that proper lighting arrangements are made at all stations not yet electrified.

Shalimar Goods Terminal

87. The Study Group of the Estimates Committee which visited the Shalimar Goods Terminal in June, 1965, had noticed that there were no separate arrangements for keeping inflammable materials.

A fire had broken out in Goods Shed No. 1 in 1963 which resulted in heavy damage. The Enquiry Committee set up to determine the causes of the fire could not arrive at a positive finding regarding the causes though it was of the view that the fire might have been caused by careless throwing of a cigarette or a match stick during the unloading or after the consignments of Aloe fibre bales had been stacked in the shed. One hundred and nine suits for claims are reported to have been filled by the parties concerned in the various courts of the country which are awaiting disposal.

Since the provision of separate storage arrangements for inflammable materials is one of the essential precautions against fire, the Committee would urge that such arrangements should be made at the Shalimar Goods Terminal as early as possible.

88. The Study Group of the Estimates Committee had also noticed during their visit that the space in the Canteen, Enquiry Office and the corridors in front of the Delivery Office was quite inadequate and that the amenities provided for the merchants also needed improvement.

The representative of the Ministry has stated during evidence that the Railways have already formulated a proposal to construct a double-storied building, the ground floor of which will be used as Cash-cum-goods delivery office and the first floor will be used as a Canteen.

The Committee hope that all the formalities in connection with the finalisation of the proposal to construct a double storeyed building will be completed expeditiously and the construction work will soon be taken in hand in order to remove the congestion.

Reservation Facilities

89. The reservation arrangements for the South Eastern Railway at Calcutta are centralised at the Esplanade Mansion Booking Office. Reservations are made there for Air Conditioned, First Class, Second Class berths and seats, and Third Class berths for all trains. Nine different counters have been provided. The counters dealing with the reservation of Third class sleeper berths by 2 Up Bombay Mail, 30 Up Bombay Express, 3 Up Madras Mail and 37 Up Madras Express remain open from 7 to 19 hours on week days and 7 to 14·30 hours on Sundays. All other counters remain open from 9·32 to 16·30 hours on week days and 10 to 14 hours on Sundays. It has been stated that illuminated boards have been provided at this Booking Office to indicate the availability at any time of Air conditioned and First Class berths by all Mail and Express trains over a period of 20 days. In addition, reservation of Third Class seats over the South Eastern Railway is also done at Howrah where one counter has been provided for this purpose.

For the convenience of upper class outstation passengers, a Reservation Clerk has been posted at the Howrah Enquiry Office. He arranges reservations in consultation with the Esplanade Mansion Booking Office.

The Committee have also been informed that there are eight City Booking Offices functioning in various parts of the city which are all under the control of the Eastern Railway. In two of these city booking offices, namely, Russa Road and Kidderpore, facilities have been provided for obtaining reservations of Third Class sleeper berths on certain trains of the South Eastern Railway.

The Committee are surprised to learn that an important Zonal railway like the South Eastern Railway serving a metropolitan city has hardly any booking office within the city of Calcutta under its exclusive control and management except at Esplanade, where facilities are admittedly inadequate due to lack of accommodation. The Committee have reason to believe that intending passengers of Calcutta, particularly the long distance Third class passengers requiring sleeping reservations, have to face considerable difficulties in getting their reservations. The Committee feel that the facilities available even at Russa Road and Kidderpore City Booking Offices of the Eastern Railway in this regard are quite inadequate to meet the needs of

residents of north, east and central Calcutta. The Committee hope that more city booking offices preferably under the direct control of the South Eastern Railway, or at least conjointly with the Eastern Railway, should be opened to provide facilities for reservation of berths particularly for the Third Class sleeper berths.

The Railways may also consider the question of revising the quota allotted to the City Booking Offices and providing reservation facilities for more trains at these Booking Offices.

Claims

INCIDENCE AND DISPOSAL OF CLAIMS

90. The number of claim cases received and disposed of by the South Eastern Railway during the last three years is indicated below:

	1962-63	1963-64	1964-65
Opening balance	15,996	8,740	6,296
Number of claims received (including re-opened cases) .	63,817	64,933	66,655
Number of cases disposed of	71,073	67,377	65,487
Closing balance	8,740	6,296	7,464

It will be seen from the above statistical table that although the number of claims received (including reopened cases) has been rising, there has been a continuous fall in the number of cases disposed of from year to year. As a result, the backlog which had been considerably brought down at the end of 1963-64 again went up at the end of 1964-65.

The Committee have also been informed that out of the cases disposed of during 1964-65, 4.4% took more than three months, 2.9% took more than 6 months, 0.8% took more than a year and 0.2% took more than 2 years for disposal.

It has been stated that the South Eastern Railway is alive to the need for speedy disposal of claims and constant efforts are being made to minimise delays. As a result, the Railway has been able to bring down the average time for disposal of claims from 90 days in 1962-63 to 58 days in 1963-64 and 52 days in 1964-65.

The representative of the Ministry has stated during evidence that the fall in the number of cases disposed of in 1963-64 and 1964-65 was partly due to the fact that the total number of claims in

1963-64 was larger than in 1964-65, and that in 1964-65 there was a spurt of new claims towards the last quarter mainly on account of the perishable traffic going into Howrah and these could not be disposed of during the same year.

While the Committee appreciate that there has been some improvement in the average time taken for settlement of claims on the South Eastern Railway, they note that the figure of 52 days for 1964-65 is still much higher than the corresponding average figure of 31.3 days for all Indian Railways.

The Committee are also not convinced with the reasons advanced for the continuous fall in the number of claims cases disposed of from year to year during the last three years. The Committee feel that there is need for a special drive on the part of the South Eastern Railway to achieve the objective of expeditious disposal and clearance of a greater number of claims cases.

Cases pending for more than five years

91. The Tata Iron and Steel Company, Ltd., have stated in their memorandum to the Committee that "the disposal of claims cases although somewhat quicker than before is still not as expeditious as would be desirable and there are still claim cases relating to the year 1957-58 pending with the Railways".

The Committee called for detailed information regarding the pending claims relating to 1957-58 and also the number of claims cases pending with the South Eastern Railway for periods varying from 1 year to 5 years, and the information furnished to the Committee is reproduced below:—

Claim cases pending with Railway relating to the years 1956, 1957 and 1958.

No. of claims cases pending	..	72
Amount involved	..	Approx. Rs. 1,20,000

No. of claim cases pending with S.E. Railway

For more than 5 years	137
For 4 years or more but less than 5 years	84
For 3 years or more but less than 4 years	70
For 2 years or more but less than 3 years	86
For 1 year or more but less than 2 years	68
Less than 1 year	24
TOTAL	469

In this connection, the Ministry of Railways have stated as follows:—

“From the claims statistics maintained on the Railway, it is seen that no claim of TISCO has been pending for more than one year.”

The Committee would suggest that the representatives of the Tata Iron and steel plant and the South Eastern Railway should discuss the matter at one of their co-ordination meetings so that the correct position is ascertained and suitable remedial measures are taken.

Delay in submission of missing goods slips

92. The Committee understand that one of the reasons for delay in the settlement of claims is the late submission of missing goods slips by the Howrah Station. In October, 1965, the time lag in the submission of such slips, calculated on the average for the last six months, was 32 days.

The representative of the Ministry has stated during evidence that additional staff has been posted at Howrah and the time lag has been brought down to 22 days.

The Committee feel that the position is still far from satisfactory and would urge that effective measures should be taken by the Railways to ensure that the missing goods slips are expeditiously passed on to the South Eastern Railway by the station authorities at Howrah.

CLAIMS COMPENSATION CASES BY PRINCIPAL COMMODITIES

93. The Railways have furnished a statement showing compensation claims paid by principal commodities during the last three years and the same is reproduced in Appendix VI. It would be seen therefrom that the chief commodities accounting for claims on the South Eastern Railway are Perishables, Grain and Pulses, C.P. goods, Sugar and Jagree and Iron and Steel including machinery.

Increase in claims on perishables

94. The number of claims settled and the amount paid as compensation in respect of perishables during the last three years are shown

in the following statistical table:—

	No. of claims settled	Amount paid
		Rs.
1962-63	7556	7,34,480.00
1963-64	6946	7,80,367.00
1964-65	7938	9,77,514.00

It will be seen from the above that there has been a continuous increase in the amount of compensation paid on account of perishables.

It has been stated that the increase is partly attributable to the following causes:—

- (i) Increase in traffic resulting in larger intake of claims, as shown below:

	No. of claims received
1962-63	12,115
1963-64	13,103
1964-65	14,676

- (ii) Increase in the price of commodities.

- (iii) Greater difficulty in clearance of traffic, owing to the section and trains working fully upto capacity.

The Committee have been informed that in order to arrest the increase in claims, the following preventive measures have been adopted by the South Eastern Railway.

- (i) At booking points, instructions have been issued for exercising adequate care in dealing with perishables and for ensuring that loading and documentation is properly done and that careless handling is avoided. The matter has also been taken up with other Railways from which such traffic is received.
- (ii) A special watch is being kept by the Claims Prevention Organisation at Howrah, which is worked by the Eastern Railway on checking and taking up irregularities on the part of despatching stations as well as the working at Howrah itself. Checks are also being conducted at other important stations on this Railway.

- (iii) Improved working facilities are being made available gradually by the execution of development plans already taken up.

Comparative Study of increase in claims and increase in traffic

95. Conceding the fact that the increase in traffic does have its effect on the number of claims arising in respect of particular commodities, the Committee feel that the increase in claims should not be disproportionately high as compared to the increase in traffic. In this context, they find that the number of tonnes carried and the earnings derived from "Fruits and Vegetables, fresh" by the South Eastern Railway have actually been going down during the last three years, in as much as the tonnes carried fell down from 1·5 lakhs in 1962-63 to 0·7 lakhs in 1963-64 and 0·7 lakhs in 1964-65, and the system earnings dropped from Rs. 38·8 lakhs in 1962-63 to Rs. 17·1 lakhs in 1963-64 and Rs. 15·1 lakhs in 1964-65.

Since the perishable traffic booked from other Railways for stations on the South Eastern Railway may also affect the quantum of compensation claims arising on the South Eastern Railway, the Committee feel that there is need for a further probe by the Railways into this increase in compensation claims for perishables.

If, in the light of such a study, the increase in claims is found to be disproportionately high as compared to the increase in traffic, special measures should be taken by the South Eastern Railway to arrest the increase in compensation claims for perishables.

CLAIMS CAUSE-WISE

96. A statement showing the compensation claims paid cause-wise by the South Eastern Railway during the last three years is also enclosed at Appendix VII. It will be seen therefrom that "Pilferages" and "Loss of complete packages" account for the highest percentage of claims paid.

Steps taken to effect reduction in incidence of claims

97. The following measures are taken by the Railway to arrest the increase and, if possible, effect a reduction in the incidence of claims:—

- (i) emphasis on proper packing and marking of packages and labelling of wagons to avoid their going astray and getting delayed in transit;

- (ii) intensification of the drive to connect consignments in wagon-loads and smalls lying unconnected at stations and in lost property office;
- (iii) emphasis on the importance of correct methods of documentation and securing documents with wagons;
- (iv) provision of brackets inside wagons for keeping additional labels;
- (v) provision of distinctive 'paste-on' labels viz. 'Perishables', 'Push on' etc. on wagons loaded with perishables and long distance traffic respectively is insisted upon;
- (vi) education of staff and labour in proper handling of goods and periodical launching of stop rough handling and stop rough shunting campaigns;
- (vii) emphasis on the "Pyramid method" of loading of bagged consignments;
- (viii) stress on the necessity of proper supervision and careful tally of packages during loading and unloading operations;
- (ix) expeditious repair of all leaky wagons and emphasis on use of water-tight wagons for carrying damageable commodities;
- (x) emphasis on special precautions when damageable goods are transported in open wagons, such as covering them properly with tarpaulins and exorting them;
- (xi) provision of additional covered accommodation in Goods and Parcels Sheds on a programmed basis to prevent damage by wet to goods during storage.

Steps taken for prevention of theft and pilferage

98. The steps being taken by the South Eastern Railway for prevention of theft and pilferages are enumerated below:—

1. All loaded wagons carrying general merchandise are double rivetted.
2. On wagons carrying valuable and vulnerable goods, bolts and nuts and E.P. locks are fixed in addition to double rivetting.
3. Parcel vans, luggage vans and road vans under the guard's charge are pad-locked.
4. Important goods trains are escorted by RPF staff over vulnerable sections.

5. Track-patrolling is also arranged on sections notorious for criminal activities.
6. RPF, staff are posted to keep a watch at goods sheds, platforms, yards, etc. to prevent thefts and pilferages.
7. Loading of vulnerable commodities in defective wagons or wagons with panel cuts, etc. is prohibited.
8. Senders are required to provide dunnage bags against flap doors of wagons loaded with full load consignments of grain and pulses, oil-seeds and sugar, to prevent flap door extractions.
9. Covered wagons are provided with an angle iron on the floor near both the doors to prevent bleeding of contents through flap door crevices.
10. Protective walls and better lighting have been provided in important yards and stations.

The Committee note that as a result of the above-mentioned measures, the South Eastern Railway have been able to effect a reduction in the amount of claims compensation paid from year to year. They would suggest that since the Railways' responsibility has greatly increased since January, 1962 on the assumption of common carrier liability the working of the claims prevention organisation on the South Eastern Railway should be further streamlined and the railway staff properly educated through posters, pamphlets and circulars on the various implications of the assumption of this liability by the Indian Railways.

COURT CASES

Incidence of Court cases

99. The following table indicates the number of suits instituted in courts against the South Eastern Railway for claims compensation and their disposal during 1963-64 and 1964-65:

S. No.	Particulars	1963-64	1964-65
1	No. of suits filed in court (including suits pending from previous year) for recovery of compensation in respect of goods and parcels lost, damaged or delayed	9,210	7,504
2	No. of suits settled out of court	1,590	1,174
3	No. of suits dismissed	1,284	812
4	No. of suits decreed	1,425	1,243
5	No. of suits pending	4,911	4,275

Court Cases decided against the Railway

100. It will be seen from the above that in 1963-64 out of a total of 2,709 cases decided by the courts, 1,425 cases, i.e., 52·6% were decided against the Railway. In 1964-65, out of a total of 2055 cases decided by the courts, 1243, i.e., 60·4% were decided against the Railways.

The Committee are not happy over the Railway losing such a high percentage of claims cases in the Court.

It has been stated by the Ministry that in a good number of cases decided against the Railway, claims were decreed for reduced amounts.

Thus, during 1963-64 and 1964-65, 1248 and 1117 suits respectively were decreed for reduced amounts, yielding a net saving of Rs. 2,39,278 and Rs. 3,44,739, respectively.

Since there could have been an element of inflation in the amount of compensation claimed by the parties the Committee are doubtful whether the above figures of savings could be construed as real savings to the Railway and whether in the circumstances more serious attempts should not have been made to explore the possibility of settlement through negotiation which would also have obviated the botherations and consequent expenses of litigations.

Court Cases against decisions already given by the Railway

101. The Committee desired to know the number of cases where the parties went to the courts of law against the decisions already given by the Railway and the number when the decisions of the Railway were reversed by the courts.

It has been stated by the Ministry that while the Railway maintains figures of cases taken to the courts against its decisions, no separate figures are maintained to indicate the percentage of such cases in which the decisions of the courts went against the Railway.

The Committee are surprised that the Railway do not maintain statistics of the cases in which the decisions already given by the Railway are reversed by the courts. They would suggest that a specific record be kept of the cases in which the parties go to the courts against the decisions already given by the Railways, the number of such cases disposed of by the courts and the number decided against the Railways, so that the judiciousness of the decisions of the Railways and the effectiveness and seriousness of the

measures to defend those cases, could be adjudged readily and remedial measures taken where necessary.

Location of Divisional Headquarters' office at Kharagpur

102. It has been represented to the Committee that location of the Divisional Headquarters of Calcutta region of the South Eastern Railway at Kharagpur is a permanent handicap for the users of that railway.

The representative of the Ministry has stated during evidence that the Divisional Headquarters office was located at Kharagpur because traffic from four directions came and converged there and also because there was a good deal of office and residential accommodations already available at Kharagpur. It has been added that for the convenience of trading public, a Divisional Traffic Superintendent has been posted at Shalimar in Calcutta.

The Committee would suggest that the South Eastern Railway may consider the feasibility of locating a branch office of the Divisional Superintendent somewhere at Calcutta or Howrah to obviate the difficulties of the users residing near Calcutta.

Public Relations and Consultative Committee

103. It has been represented to the Committee that the trading public cannot take much advantage of the Public Relations Organisation of the South Eastern Railway at Calcutta as it is situated at Garden Reach which is at considerable distance from the main commercial centre in the city of Calcutta and communications to and from which are also not very easy.

The representative of the Ministry has stated during evidence that the Railways have not been able to find suitable accommodation at reasonable rent in the Esplanade or Park Street area for locating the offices of the Public Relations Organisation of the South Eastern Railway there. A new building for the Eastern Railway Headquarters office is being constructed and after that building comes up it would be possible to find accommodation for the Public Relations offices of both the Eastern and South Eastern Railways there.

The Committee would suggest that immediate steps should be taken in consultation with the Eastern Railway for getting adequate floor space earmarked in the new building that is being constructed to locate the Public Relations Organisation and any other offices of the South Eastern Railway. Should that not be possible, necessary

action should be taken to have a separate building for the South Eastern Railway in any other suitable locality within the city. Pending availability of suitable accommodation in the commercial area for the whole Public Relations Organisation of the South Eastern Railway, arrangements may be made to locate at least one officer of this organisation in the existing Public Relations Office of the Eastern Railway in the Esplanade Mansion or in any other rented accommodation in Central Calcutta.

The Committee also feel that since the Howrah Station caters to both the Eastern and South Eastern Railways, it would be useful from the public relations point of view if the Divisional Railway Users' Consultative Committees of the two Railways in the area could convene at least one joint sitting in a year to discuss common problems.

Demurrage Charges

Change in procedure for calculation of demurrage charges

104. It has been represented to the Committee by a Steel Plant that with effect from 1st April, 1964, the South Eastern Railway have introduced revised demurrage rules changing the whole procedure for calculation of demurrage which has resulted in heavy increase in the amount of demurrage payable by the Steel Plants and that such increase in demurrage would mean an addition to the cost of production of finished steel by the company by about Rs. 2.75 per metric tonne.

The Committee desired to know from the Ministry of Railways the broad features of the changes made in the procedure for calculation of demurrage charges and the information furnished by the Ministry is reproduced below:

"The old system was in many respects outmoded and entailed wastage of wagons. The whole issue was examined by a Committee of senior Railway officers. The steel plants were also consulted and their viewpoint given due consideration. A revised procedure was then introduced for all steel plants including those under Hindustan Steel, Ltd.

The salient features of the old and the new demurrage rules are described below:—

(a) Old method of calculation of demurrage

The steel works earned credit on wagons which they returned in less than the free time permitted and such credit was

set off against the debit incurred on wagons detained beyond the free time. It was at the end of the month that the balance was struck. This system was known as the 'cumulative system' of calculating demurrage. While the cumulative system was applicable to all steel works, there were two methods of actually calculating the demurrage.

(i) *Cumulative average midnight balance system:*

The total number of wagons of each type returned by the works during the month was worked out separately for loaded and empty wagons and the daily average struck. The total permissible average midnight balance was calculated by multiplying the average number of returned by the hours of free time permitted and dividing the product by 24. The permissible midnight balance thus arrived at was subtracted from the average actual midnight balance and the difference taken as the daily average number of wagons on which demurrage accrued. This system was applicable to TISCO, Rourkela and Bhilai Steel Works.

(ii) *Cumulative individual wagon system:*

The total number of hours for which wagons of a particular type were detained within the steel works during the month were ascertained from the record maintained in respect of each individual wagon. The free time due was calculated by multiplying the total number of wagons of the particular type returned by the works that month by the number of hours of free time laid down. The latter was deducted from the former and the resultant wagon hours, converted into wagon days, taken as the detention to be charged for. This system was applicable to the IISCO and Durgapur.

Apart from the cumulative method of charging as briefly described above certain special conditions were applicable to TISCO and IISCO as regards the actual method of calculating demurrage charges.

(i) *Special conditions applicable to TISCO*

Any ordinary wagon made over to them after 12 hours was treated as made over the following day and did not, therefore, appear in the midnight balance of the day on which it was physically made over.

(ii) *Special condition applicable to IISCO*

All wagons were considered as interchanged at 8 hours. Wagons interchanged between 8 and 10 hours were considered as interchang-

ed at 8 hours, but wagons interchanged after 10 hours were considered as interchanged at 8 hours the following day.

(b) Revised method of calculating demurrage charges:

Under the revised rules introduced from 1st April, 1964 which were applicable uniformly to all steel works, the above method of calculating demurrage charges was replaced with the following method:—

Demurrage charges were to be levied on a cumulative basis for each ten days period but separately for each type of wagons. Calculation of demurrage would thus be made for each period from 1st to 10th, 11th to 20th and 21st to the end of the month. Railways were to prefer bills within a week from the end of the period. A rebate of 2 per cent was allowed in respect of payments made within ten days of receipt of the bills."

Increase in amount of demurrage charges

105. The representative of the Ministry has stated during evidence that the revised procedure has resulted in increasing the amount of demurrage by three to four times; they further contended that the old rules contained certain conditions which could not be allowed to continue.

The Committee also understand that representations have been made to the Railways that there should be no abrupt changes in the historic past practices and that in the meantime payments of the demurrage charges at revised rates has been withheld by one of the steel plants and some other steel plants have been paying at the increased rate under protest and have raised objections to the abrupt changes. The matter is awaiting discussion between the Railways and the steel plants.

Considering the fact that steel plants constitute one of the principal users of the railway and that steel as a basic material for many end-products should not be burdened with any undue charges leading to higher cost of production, the Committee would appreciate if the Railway Administration convene a conference of the representatives of the Steel Plants with a view to settle the outstanding points of difference.

Ticketless Travelling

Incidence of Ticketless Travelling

106. A statement showing the number of passengers detected travelling without tickets or with improper tickets on the South Eastern

Railway, the amounts realised and the cost involved, during the last three years is reproduced below:—

<i>South Eastern Railway</i>						
Year	Strength of Ticket checking staff meant for regular ticket checking work		Total no. of cases detected by TCs and TTEs travelling without ticket or with improper tickets including unbooked luggage	Amount realised	Cost incurred	
	T.Cs.	T.T.Es.			T.Cs.	T.T.Es.
1963-64	589	541	17,47,017	Rs. 50,07,252	Rs. 11,72,218	Rs. 19,54,228
1964-65	597	606	19,47,708	Rs. 55,96,285	Rs. 12,61,629	Rs. 21,30,495
1965-66 (Quarter ending June, 1965)	597	606	5,20,984	Rs. 15,30,406	Rs. 3,44,609	Rs. 5,54,579

N.B. : Figures under column 3 above exclude Spl. TTEs meant for manning the 3 tier and 2 tier sleeper Coaches.

Two special checks made by the Central Ticket Checking Organisation during the last 8 years had revealed that the extent of ticketless travel on the South Eastern Railway was 4·5 per cent in 1957 and 6·1 per cent in 1959-60.

Measures taken to prevent ticketless travel

107. The Committee have been informed that apart from the normal train checking and magisterial checking, the following special measures are adopted by the South Eastern Railway to prevent ticketless travelling:

- (i) Frequent surprise checks by Headquarters and Divisional Squads.
- (ii) Award of cash prizes and commendation certificates to T.T.Es. who show outstanding performance. A number of staff have qualified for such awards. This provides an incentive to staff and fosters a healthy spirit of competition.
- (iii) A special scheme of ticket checking with T.T.E. Porters (Class IV) assisting T.T.Es. This was introduced in June, 1962 to intensify ticket checking and has yielded satisfactory results. Under this scheme, each T.T.E. of the squad is provided with a T.T.E. Porter to help him to weigh luggage, to detain the ticketless passengers till the railway dues are paid, etc. This is functioning at present on seven Divisions of the Railway.
- (iv) A scheme of ticket checking with the assistance of volunteers of social service organisations of repute, like the Bharat Sewak Samaj, introduced as an experimental measure.
- (v) A new scheme termed 'Pilot Scheme' has also been introduced on an experimental basis and is operating on Kharagpur-Tatanagar Section of Kharagpur Division since 1st July, 1965. Under this scheme, each third class coach on all the trains running on this section is manned by one T.T.E. and two Rakshaks.
- (vi) Joint checks at Howrah station, by the staff of Eastern and South Eastern Railways. These checks are being conducted at frequent intervals.
- (vii) Divisional Commercial Superintendents have also instructions to utilise certain hand-picked T.T.Es. on open programme to derive better results in checking.

- (viii) Special Magistrates are appointed for trying cases under the Indian Railways Act, especially in areas where the incidence of ticketless travelling is high. The Magistrates hold court at convenient points so that ticketless travellers apprehended during special checks may be brought before them immediately and dealt with summarily.
- (ix) Authorizing non-official members of the Zonal Regional or Divisional Railway Users' Consultative Committees to call upon any Station Master or T.T.E. to check in their presence tickets of passengers in a carriage or a compartment where they have reason to believe that passengers are travelling without tickets.

Pilot scheme of ticket checking

108. The representative of the Ministry has stated during evidence that the 'pilot scheme' of checking referred to in sub para (v) of the foregoing paragraph, being tried as an experimental measure on the Kharagpur-Tatanagar Section, has proved a success. As it is an expensive scheme, it is being done on pilot basis and after working it for some time in one section, it would be shifted to some other sections. It has also been added that the Railways are proposing to introduce more and more of corridor type coaches and the number of staff required for checking ticketless travel on such coaches would be much less than the staff required for non-corridor trains.

The Committee feel that notwithstanding the initial cost involved in the scheme of posting one T.T.E. for each bogie, it may be worthwhile to extend it to those sections which may be notorious for ticketless travel as such a system may have an over-all deterrent effect on ticketless travelling which has, apart from financial implication, a social and moral significance. The Committee would also stress the need for organising special checks at least once in every five years to gauge the extent of ticketless travelling on the Railways.

Catering

DEPARTMENTAL CATERING

Working of departmental catering

109. The Committee understand that departmental catering obtains on the South Eastern Railway at 13 stations comprehensive at 10 stations and partial at 3 stations. In addition. During car service is provided on Howrah-Bombay Mails. The South Eastern Railway runs also two hotels—one at Puri and the other

at Ranchi—and an aerated water factory at Kharagpur. During the year, 1964 the Railway received 94 complaints in respect of quality of food and service provided by departmental catering establishments, but appreciations from prominent personalities totalling 70 were also received.

Steps taken to effect improvements

110. It has been stated that although the catering service is by and large appreciated by the public, constant efforts are made by the Railway to find out short-comings and introduce necessary measures for improving the quality of service.

The more important of these are use of the pure unadulterated foodstuff, appointment of good cooks, ensuring preparation of food under sanitary and hygienic conditions, use of better type of equipment, insulated containers for keeping food/tea/coffee hot, use of oil/gas for cooking, training of staff employed in departmental catering units in the Catering College at Andheri, at Railway Hotels or at a selected unit on the Railway itself.

It has been stated that at the departmental catering units at Tatanagar and Bhubaneswar, electrical appliances have been installed and oil burning stoves have also been provided. The arrangement of cooking with gas introduced at Waltair has been found to be satisfactory and the Railway proposes to extend the arrangement to other stations. A mobile hot container manufactured in the Railway Workshop at Kharagpur for keeping meals hot, has been tried at the departmental catering unit at Kharagpur with satisfactory results. With a view to improving the quality of tea/coffee served to passengers, the Railway has occasionally availed of assistance from the Tea Board and M/s. Brooke Bond.

The practice of serving toast and chapatis wrapped in cellophane paper to keep them hot and fresh has been introduced in the dining cars. A start has been made with providing sunmica table tops in dining cars.

In addition to these measures, short course training centres have been opened for departmental cooks and bearers at Kharagpur and Santragachi. Courtesy weeks are also held for the catering staff.

Financial results of working of departmental catering

111. It will be seen from the following table that the departmental catering on the South Eastern Railway, which had shown some profit

in 1962-63, registered a loss in 1963-64 and the extent of loss considerably increased in 1964-65:

Net Profit/Loss on Departmental Catering

Year	Amount of Profit(+) / Loss (—) in rupees.
1962-63	(+) 14,000
1963-64'	(—) 22,000
1964-65	(—) 3,55,000

It has been stated that a preliminary examination made by the South Eastern Railway of the heavy loss during 1964-65 has revealed that this is due mainly to the rise in the cost of foodstuffs, equipment, etc., and higher staff costs.

The following steps have been taken by the Railway to improve financial results so as to minimise losses in the working of departmental catering:

- (i) Recipes for sweets/snacks have been revised from November, 1964 as a result of which a substantial saving is expected.
- (ii) Revised tariff with increased rates for Railway Hotels has been brought into use from 1st April, 1965.
- (iii) The price of aerated waters sold to Eastern Railway contractors has been increased.
- (iv) Sales targets for each departmental unit have been fixed to step up earnings.

While the Committee do realise that the aim of departmental catering is not to earn profit or revenue, they nevertheless, feel that the Railways should not incur such heavy losses on catering. The Committee would emphasise that the South Eastern Railway should not every time resort to the easy way of making up the losses by increasing the rates but should make concerted efforts, such as purchase of foodstuffs in bulk, tightening up of schedules of ingredients, and economy in fuel, staff etc. to bring down the losses and so manage things that the service is not run at a loss. The Committee also feel that the South Eastern Railway should endeavour to provide not only an economical but also a quick and courteous service to the travelling public.

CONTRACT CATERING

112. Twenty-nine refreshment rooms and 204 stalls are run by contract caterers at stations of the South Eastern Railway and the licence fee derived from them during 1964-65 amounted to about Rs. 2.03 lakhs. It has been stated that the Railway administration keeps a close supervision on the catering arrangements provided by the contract caterers. Special checks are conducted by Commercial Inspectors/Officers and also by Medical Officers who continuously go round and examine the catering establishments of contractors. It has been pointed out to the Committee that the catering bearers do not put on the badges with the result that the passengers find it difficult to locate them and place their orders.

The Committee would suggest that the Railway administration should ensure that the instructions regarding use of badges by the catering bearers are strictly enforced.

The Committee would also suggest that cooks and bearers of contract caterers on the South Eastern Railway may be allowed to avail of the training facilities at Kharagpur and Santragachi, and also to participate in the courtesy weeks held for the catering staff.

CHAPTER VI

WORKSHOPS AND STORES

Workshops

WORK DONE IN THE WORKSHOPS

113. There are two Mechanical, two Electrical, one Civil Engineering and one Signal Workshops on the South Eastern Railway. In addition, a new Workshop at Raipur is being constructed which is expected to come into operation by 1968-69. There is also a Transportation Workshop at Adra.

(1) Mechanical Workshops at Kharagpur

These workshops undertake periodical overhaul of Broad Gauge Steam and Diesel Locomotives, cranes carriages and wagons, Machinery and Plant as also the manufacture of duplicate components required by the Shops and Divisions. Periodical overhaul and special repairs to Narrow Gauge coaches belonging to the two small branch lines on the East Coast are also carried out in these Workshops.

These Workshops also manufacture new Broad Gauge timber-bodied coaches and Brakevans at the rate of approximately eight units each month.

(2) Mechanical Workshops at Nagpur

These Workshops are a composite Shop undertaking periodical overhaul repairs of all Narrow Gauge Rolling Stock.

The Carriage Shops of these Workshops have also a unit for the construction of new Narrow Gauge Coaches.

(3) Adra Wagon Shop

This is primarily a Transportation Workshop where non-periodical overhaul repairs to wagons are undertaken. The average daily out-turn of non-periodical overhaul wagons from January, 1965 has been 37 four-wheeler units. The present capacity is sufficient to meet the current load.

(4) *Electrical Workshop located in the main Mechanical Workshops at Kharagpur:*

These Workshops undertake the periodical overhaul of electrical equipment in coaches and of electrical machinery and plant.

Certain spare component parts and accessories for the various electrical equipment and fittings provided in coaching stock are also manufactured in these Workshops.

These Workshops have also an Air-conditioning Shop which is engaged on the periodical overhaul and repair of electrical equipment and fittings in all Air-conditioned coaches. The periodical overhaul and repair of Refrigerators, Water Coaches, Air-conditioning units (open type) installed in the Divisions are also undertaken at this shop.

(5) *Electrical Workshops located in the Main Mechanical Workshops at Nagpur:*

These Shops attend to the periodical overhaul of electrical equipment in Narrow Gauge Stock and also maintain electrically operated Machine Tools.

An Air-Conditioning Shop has also been constructed in these Workshops during the current Plan period and its capacity is now adequate to meet the requirements.

(6) *Civil Engineering Workshop at Sini:*

This Workshop attends to Steel Structure fabrication (250 tons per month), manufacture of Points and Crossings (50 sets per month), conversion of Broad Gauge Sleepers to Narrow Gauge (3,000 sleepers per month), manufacture of light riding material and Motor Trollys (15 to 20 units per month), repairs of Engineering plants (15 to 20 units per month) Foundry (20 tons per month). Blacksmithy (10 tons per month) and Mill wright repairs (30 machines per month).

The South Eastern Railway have plans for the expansion of this Workshop. The structural portion is expected to be completed by 1965 and the machinery will be procured subject to availability of funds by 1967.

(7) *Signal Workshop, Kharagpur:*

This workshop mainly undertakes repair and overhaul of signalling and telecommunication equipment and manufacture of components required for their overhaul and repairs. In addition, assembly of lever frames, manufacture of tubular signal posts and small manual telephone exchanges and repair of clocks are also undertaken

PERIODICAL OVERHAUL OF ROLLING STOCK

POH Capacity of Workshops

114. A statement showing the capacity for overhaul of rolling stock in the Kharagpur and Nagpur Workshops of the South Eastern Railway *vis-a-vis* the requirements at the commencement of the Third Five Year Plan (1961-62) and as expected at the end of the Third Plan (1965-66) and the Fourth Plan (1970-71) is reproduced below:—

	1961-62		1965-66		1970-71	
	Load	Capacity	Load	Capacity	Load	Capacity
KHARAGPUR WORKSHOP						
Loco (Steam) in POH Nos. .	257	257	284	284	260	260
Loco (Diesel) in POH Nos. .	..	..	61	30	60	60
Coaches (in POH fourwheelers)	2200	2220	3200	3200	3750	3750
Wagons (in POH fourwheelers)	7400	9275	14260	10600	22000 (app.)	22000
NAGPUR WORKSHOPS						
Loco (Steam) in POH Nos. .	40	40	40	40	N.A.	N.A.
Coaches (in POH fourwheelers)	567	614	632	614	N.A.	N.A.
Wagons	1700	1800	1830	1800	N.A.	N.A.

It will be seen from the above that while the capacity for periodical overhaul of Steam Locomotives will be sufficient to meet the requirements at the end of the Third and Fourth Plans, the capacity has fallen short of requirements in 1965-66 i.e., at the end of the Third Plan in respect of Diesel Locomotives at Kharagpur, coaches at Nagpur and in respect of wagons in both the Workshops.

The Committee hope that the Ministry is siezed of the problem and will take adequate steps in the matter.

Steps taken to increase POH Capacity

115. The Committee desired to know the steps proposed to be taken by the South Eastern Railway to meet these shortfalls in POH capacity and the Ministry of Railways have stated as follows:—

Diesel Locomotives

As far as the present position regarding capacity for the periodical overhaul of diesel electric locomotives is concerned, it has to be borne in mind that since the locomotives were put in service more or less together, they are all falling due the first periodical overhaul more or less in a bunch. Since quite obviously the load cannot be tackled in this manner it has to be suitably staggered by calling in a few locomotives earlier than they are due and by delaying the overhaul of the remainder. Once the first periodical overhaul has been completed, the load will even itself out and capacity need only be provided on the basis of this average requirement.

Arrangements are being made to augment the repair capacity to 60 locomotives per year, which will be the firm requirement of repair capacity by the end of the Fourth Five Year Plan.

Coaches:

The periodical overhaul capacity for coaches at the end of the Fourth Five Year Plan will have to be stepped up by about 17% over that available at the end of the Third Five Year Plan. A preliminary examination has indicated that increased facilities will have to be developed as follows:—

- (i) In the Paint Shop.
- (ii) For POH of Steel body coaches, since the additional holdings will be mainly confined to this type of stock.
- (iii) For ancillary facilities, mainly repairs of wheel sets etc.

Details of the expansion and remodelling required are under preparation.

Wagons:

The assessed periodical overhaul load for the wagons of the South Eastern Railway for 1965-66 is 14,260 wagons in terms of Four-wheel units whilst the capacity available in Kharagpur Wagons Shop at present is only 10,600 wagons in terms of four-wheeler units. The gap between the load and available capacity is due to the load of

BOX Wagons which were allotted to the Railway in large number four years ago and are, therefore, falling due periodical overhaul in a bunch during the current year. The Board have issued instructions to the other Railways to share the load of BOX wagons. Bearing these instructions in mind, the POH load of BOX Wagons to be dealt with by the Kharagpur Wagons Shops has been fixed at three BOX Wagons per day during the first half of 1965-66 and six BOX Wagons per day during the second half of the year.

The holding at the end of the Third Plan is estimated to be about 70,000 wagons in terms of four-wheeler units to maintain which a periodical overhaul capacity of about 20,000 wagons per year in terms of four-wheelers will be required. Workshop Repair capacity to handle not only this load but also that of the immediate future has been provided for by the following schemes.

- (a) Expansion of the Kharagpur Wagon Shop which is in hand to augment the capacity to its limit of 14,000 wagons per year in terms of four-wheelers (after allowing for a margin of 12½% from the installed capacity to allow for unavoidable day to day working difficulties). This work is expected to be completed by early 1967-68.
- (b) By building an additional Bogie Wagon Repair Shop at Raipur with an initial available capacity of about 8,000 wagons per year in terms of four wheelers.

It is expected that the new workshop at Raipur will be in operation by 1968-69 and thereafter the South Eastern Railway will be self-sufficient. Till then assistance from other workshops will be continued."

As regards the arrangements for periodical overhaul of electric locomotives of the South Eastern Railway, the representative of the Ministry has stated during evidence that the Railways are "planning a combined Workshop for the Eastern and the South Eastern Railways at Kanchrapara."

Shortfalls in POH capacity for wagons

116. It will be seen from the table below that although the South Eastern Railway expect to be self-sufficient to meet their requirements for periodical overhaul of wagons by the end of the Fourth Plan period. they will not be in a happy position in this regard till 1967-68:

South Eastern Railway

POH of Wagons (Figures in four wheeler units)

Year	Opening balance overdue POH	No. falling due POH during the year			No. to be repaired/anticipated condemnation			
		Old wagons	New wagons	Total	Kharagpur	other Rlys.	Anticipated condemnation	Total
1965-66	3,983	8740	6881	15621	10160	4000	1200	15360
1966-67	4,244	9386	9187	18573	10600	4000	1200	15800
1967-68	7,017	11290	5135	16425	14000	4000	600	18600
1968-69	4,842							

The Committee would, suggest that the Railways may consider the possibility of greater assistance from workshops of other Zonal Railways being made available to the South Eastern Railway for periodical overhaul of their wagons so that the number of wagons overdue for POH repairs is considerably brought down, if not totally wiped off, and the available spare capacity in the Indian Railways' Workshops in different zones is also utilised to the fullest extent possible. In regard to the South Eastern Railway's plans for increasing the capacity of the workshops during the Fourth Plan period, the Committee suggest that a careful outline of the works required to be provided may be drawn up and advance action initiated thereon so that the new schemes included in the Fourth Plan can be taken up for implementation without avoidable delay.

Considering the volume of traffic likely to be generated with the expansion of the existing and opening of new steel plants, development of new mines and progressive industrialisation of rural and urban areas, the Committee have no doubt that the Railway would assess their requirements covering the Fifth and Sixth Plan periods also.

High cost of POH to steam locomotives

117. The Committee from the following statement furnished by the Ministry of Railways that the average cost of periodical overhaul per standard unit of steam locomotives at Kharagpur (South Eastern Railway) is much higher than the corresponding cost in most of the workshops on other Railways. While the cost in other Workshops has been going down from 1960-61 to 1963-64, the cost in Kharagpur has been going up from year to year.

Average cost of standard 1st Class unit repair carried out on steam locomotives

(In hundreds of Rs.)

Railway	Workshop	1960-61	(All repairs—POH & others)		
			1961-62	1962-63	1963-64
<i>Broad Gauge</i>					
Central	Parcel	336	312	288	301
	Lallaguda . . .	400	317	278	260
Eastern	Jamalpur . . .	354	313	300	346
	Kanchrapara . .	308	329	516	485
Northern	Lucknow	328	302	314	272
	Amritsar	250	290	266	253
Southern	Perambur . . .	263	300	306	284
	Golden Rock . .	336	234	254	115
South Eastern . .	Kharagpur . . .	309	352	367	425
Western	Dohad	237	215	211	234
	Pratapnagar . .	..	285	171	..
Total Broad Gauge		311	301	301	314

Asked whether the Railway Board had investigated the reasons for wide variations in the costs of periodical overhaul of steam locomotives in different workshops of the Zonal Railways, the representative of the Ministry has stated during evidence that "a detailed investigation is necessary and it is being made." In a written note furnished to the Committee, it has been stated:

"No two railways workshops have the same layout and equipment. The method of carrying out major operations of repairs and their respective sequence is to a very large extent influenced by the lay-out and the equipment available in each workshop. These differences, therefore, result in different operation times, as well as in the total time taken for repairs. These differences also influence the number of man hours required in different workshops even for indential repair operations.

In carrying out the periodical overhaul of steam locomotives there is a very large number of repair and fitting operations performed on the locomotive. Although most of these operations are defined in more or less similar terms by most of the railway workshops, yet the actual work content in

each of these operations varies from workshop to workshop and from locomotive type to locomotive type.

On certain zonal railways, the Running Sheds where running repairs to, and preventive maintenance of, locomotive are carried out are equipped for carrying out maintenance overhauls which, on other zonal railways where Running Sheds are not so equipped, are carried out in the workshop as Intermediate Overhauls. As a result of this difference in maintenance/overhaul practices between zonal railways, the volume of repair work conducted during the periodical overhaul on identical locomotives varies from workshop to workshop.

As a result of different interpretations given in different workshops to the details of accountal procedure, certain major items of labour and material costs are not reflected in the average cost of locomotive repairs in some workshops whereas in other workshops a disproportionate share of these costs is included."

118. The Ministry of Railways have also stated that "it would be necessary not only to conduct a detailed investigation but also to collect some additional information which so far is not normally recorded in order that the quantitative influence of all the possible variables on the average cost of repairs is accurately evaluated and allocated."

The Committee are informed that "a study has been initiated to evaluate the influence of these factors pertaining to the cost of repairs in Kharagpur workshops as well as in the loco workshops at Parel on the Central Railway, Jamalpur on the Eastern Railway, Lucknow on the Northern Railway, Perambur on the Southern Railway and Dohad on the Western Railway."

The Committee appreciate that the Railway Administration is seized with the general problem of high average cost of POH repairs of locomotives at Kharagpur vis-a-vis workshops in other Zonal Railways, and are conducting a detailed study relating thereto. Since this detailed study is likely to take considerable time to be completed, the Committee suggest that pending availability of the results of this study, the South Eastern Railway may take all possible measures to keep down the average cost of periodical overhaul of steam locomotives (B.G.) at Kharagpur which has been increasing from year to year since 1960-61.

SUPPLY OF ESSENTIAL STORES TO WORKSHOPS

119. The Committee desired to know whether any difficulties are being experienced by the South Eastern Railway in getting supplies of essential stores for its workshops. The Committee have been informed that the compliance performance in respect of material supplied to workshops for the last 3 years was as follows:

	Purchase items	Workshop Mfg. items
1962-63	89.4%	82.9%
1963-64	85.4%	78.7%
1964-65	83.2%	74.2%

It has been added that difficulties have been experienced from time to time due to shortage of certain essential stores which may be broadly subdivided into—

- (1) Imported items like tapered roller bearings for locomotives, chasers and dies, hexagonal steel bars and tool-steel bars.
- (2) Indigenously manufactured items like parallel roller bearings and steel castings for CBC couplers.
- (3) Indigenous raw materials like brass bars and copper tubes.

It has been stated that in spite of the timely action taken to procure the materials, some of the items do not arrive in time resulting in shortages. In the case of imported material, availability from the market has become more and more difficult and in almost every case foreign exchange and actual users' licenses have to be provided to obtain the materials. In the case of indigenously manufactured material, difficulty is experienced only in cases where imported raw materials are required for the manufacture of the item or the installed capacity for the manufacture of the item in the country is limited as for example, of malleable castings and steel castings. This difficulty is being progressively overcome but the demand is also progressively increasing.

Such shortages are met by the substitution of other available materials, taking material on loan from sister railways or by shop manufacture wherever possible. It has been possible generally to maintain production by recourse to such expedients.

The Committee feel deeply concerned over the continuous drop in the compliance performance in respect of materials, both purchase items and workshop manufacturing items, supplied to workshops of the South Eastern Railway during the last three years.

The Committee would stress that every effort should be made to feed the workshops in time with essential stores so that production is not hampered. In view of the present difficulties in obtaining imported items on account of foreign exchange shortage, the Committee would suggest that the Ministry of Railways should have a close liaison with the Directorate General Technical Development and Ministry of Industry as also with private industries so as to locate indigenous sources of supply of substitutes therefor to the extent possible. The Committee hope that the Railway Board will formulate a list of such materials in advance and try, in collaboration with the authorities mentioned above, to foster local production.

Capacity in Steel Plants

120. The Study Group of the Estimates Committee which had visited the Durgapur Steel Plant in December, 1965, had noticed that in the Axle and Wheel Department of that plant particularly the Metre Gauge Section, certain capacity was lying unutilised. The Fish Plate Department was practically lying idle as orders from the Railways had not yet been received by the Steel Plant.

The Committee would, therefore, suggest that the Railways may maintain closer liaison with the Hindustan Steel Plants so as to ensure that capacity for production of railway equipment in those steel plants is fully utilised.

INCENTIVE SCHEME OF WORKING

Introduction of incentive scheme and its effect

121. The Incentive Scheme of working is being progressively introduced in the workshops of the South Eastern Railway. The progress made in the introduction of the scheme in the various workshops, the effect of the scheme on work capacity with reference to workload, saving in man-hours for periodical overhaul as a result of the scheme, increase in the average earnings of workers, and the savings accrued to the South Eastern Railway as a result of the introduction of the scheme are as follows:

(i) Kharagpur Workshops:

The Incentive Scheme of working has been introduced in Kharagpur Workshops progressively since November, 1960. Out of the total strength of about 10,000, 7,350 men were covered by the Incentive Scheme as on 1st October, 1955. Further studies are currently in hand to cover some of the sections not included in the original scheme, viz., the Diesel Loco Repair Shop and certain units of Millwright Shop etc.

The extent to which the capacity has been increased in relation to the work load can be seen from the statement at Appendix VIII which shows the increasing number of units of outturn and the decreasing strength of staff from year to year.

The statement also indicates the savings in man-hours after the introduction of Incentive for the periodical overhaul of Locomotives, Carriages and Wagons at Kharagpur.

6,990 men who have been working on incentive scheme earned a bonus of approximately Rs. 13.75 lakhs during the year 1964-65. This works out to an average of Rs. 196.7 per worker per annum.

The unit adopted for assessing the workload turned out is the allowed man-hours. In terms of this unit, the outturn of Kharagpur Shops prior to the introduction of the Incentive Scheme was 8,00,000 man-hours which has been progressively increased to 9,60,000 man-hours with a decrease of 22 per cent in the working strength. This represents an increase in productivity of nearly 54 per cent.

The only ready criterion that the Railways have for estimating the financial benefits that have accrued under the incentive scheme is to estimate the number of men that would have been required under pre-incentive levels of output to do the work that is being done now. On this basis, about 10,650 men would be required to do the work that was being done by 6,990 men in all at the end of 1964-65—a saving of 3,660 men. After allowing for the bonus payments to the men and the extra expenditure incurred to deal with the incentive scheme, this represents a saving of about Rs. 3 to 3½ lakhs per month.

(ii) Nagpur Workshops

The implementation of the Incentive Scheme in the Nagpur Workshops was commenced from March, 1964. The scheme when fully implemented will cover about 585 men against the 811 men working in these Sections at present. So far, 141 men have been

brought under Incentive working in five sections. The details of the saving in men effected in these sections are furnished in the statement below:—

Name of Section	Staff before Incentive	Staff on Incentive
Carriage Paint	43	34
Wagon Paint	40	24
Foundry	46	44
Black Smithy	42	37
Tube Repair, Ash-Pan and Miscellaneous .	21	12
TOTAL	192	141

(iii) *Electrical Workshops—Kharagpur*

The Incentive Scheme has been introduced only in two sections of the Electrical Workshop at Kharagpur, viz., Fan and Switch gear, Dynamo, Battery Stripping and Fitting Sections. 75 staff were brought under this scheme with effect from 1st May, 1965 and another 107 with effect from 1st July, 1965. As the scheme was introduced only recently, it is too early to analyse the savings effected by its introduction.

(iv) *Civil Engineering Workshop—Sini*

The Incentive Scheme was introduced in this shop in November, 1963. A total number of 954 workers was employed in the Shop before the introduction of the Incentive Scheme which is likely to be brought down to 730 after the Scheme is fully implemented. The Incentive Scheme has already been introduced in 8 sections, and the number of workers employed in these 8 sections has been brought down from 586 to 463—thus resulting in a saving of over 20 per cent.

The Committee are glad to note that within a short period of four years the incentive scheme in the Kharagpur Workshops has resulted in savings of average man-hours taken for periodical overhaul per standard unit to the extent of 16.45 per cent in the case of steam locomotives, 44.6 per cent in the case of carriages and 38.3 per cent in the case of wagons. After allowing for the bonus payments to the men and the extra expenditure incurred to deal with the incentive scheme, the savings in man-hours would represent a saving

of about Rs. 3 to 3½ lakhs per month. The Committee however hope that saving in man-hours per steam locomotive repairs will gradually be raised to the standard in the case of carriages and wagons.

The Committee have no doubt that the South Eastern Railway would take necessary measures to ensure that the programme of extending the incentive scheme to other workshops will be carried out according to schedule.

TRAINING OF APPRENTICES

122. Facilities exist in the Kharagpur Workshop of the South Eastern Railway for training of apprentices of the following categories:—

- (i) Apprentice Mechanics for training for supervisory posts in the Mechanical and Electrical Departments.
- (ii) Apprentice Train Examiners for training for supervisory posts in the Train Examiners' Cadre for the Mechanical Department.
- (iii) Trade apprentices for training as Artisans for the Mechanical Department.

Stipends are paid by the Railway to the apprentices at different rates. While the trade apprentices imparted training under the Apprentices Act, 1961, receive a stipend of Rs. 25 per month for the first six months, Rs. 40 per month for the next six months, Rs. 50 per month during the second year and Rs. 60 per month during the third year without any dearness allowance, the trade apprentices recruited prior to 29-8-63, when the Act was given effect to on the Railways, and paid a stipend at the rate of Rs. 75—1—79 and in addition receive dearness allowance at prescribed rates. An apprehension was expressed to the Study Group of the Estimates Committee which visited Kharagpur in June, 1965 that the amount of stipend paid to the non-Act trade apprentices might be brought down to the level of the trade apprentices under the Apprentices Act, 1961.

While the Committee are happy to note that the apprentice system in the South Eastern as in other Railway Workshops has so long been working quite satisfactorily and the training given to the apprentices is also of a high order, they feel that for efficient working of the Railway engineering services, the quality of training in the Workshops should be maintained and the amount of the stipend

should be such as would attract better types of young men and not discourage them to come as apprentice trainees to Railway Workshops. The Committee hope that the Railway Board will reconsider the question of reducing the stipend to the new entrants after 29th August, 1963, and will see if, within the provisions of the Apprentices Act, 1961, any higher rate of stipend—if not the old rate—can be given to the trade apprentices.

SURPLUS MACHINES

123. In their 65th Report (1964-65) on North Eastern Railway, the Committee had referred to the acquisition by the Indian Railways of a large number of U.S. Defence Department surplus machines under the T.C.M. Aid Programme. Those machines were made available to the Indian Railways free of cost and the Government had to incur only the expenditure relating to packing, inland freight and ocean freight from the United States to India.

The Committee have been informed that the South Eastern Railway were also allotted 112 such machines, out of which 28 still remain unutilised due to various reasons such as their unsuitability for the type of work available, the machines being incomplete or damaged or requiring extensive repairs.

The representative of the Ministry has stated during evidence that the missing parts of these machines cannot be made in India as the machines are all imported and of obsolete types. The Railways are trying to locate the sources from which these parts could be obtained and are continuing their efforts for their proper utilisation or disposal.

The Committee learn that the South Eastern as also other Zonal Railways also have got such USA disposal machines and several such machines are lying unutilised and even unpacked in some cases. They would suggest that a comprehensive survey and inventory of all these machines lying in various Zonal Railways be made at an early date. The Committee hope that after the compilation of the inventory, it would be circulated to all concerned departments and units so that these machines may be put to use, if necessary by cannibalisation, and the remaining may then be disposed of as scrap. The Committee have noticed that in some places, these machines, some of them unpacked, have been occupying godown space which is already very limited. The Committee feel that steps should have been taken some years ago to have the godown space released.

CHAPTER VII

STAFF

Residential accommodation for staff

Accommodation available on South Eastern Railway:

124. As on the 31st March, 1964, out of a total of 1,47,961 staff on the South Eastern Railway 56,337 representing a percentage of 38.0 per cent had been provided with residential accommodation by the Railway Administration. The position in this regard compared favourably with other Indian Railways as will be seen from the following table:

(Position as on 31-3-1964)

Railways	Percentage of staff housed		Overall percentage
	Essential staff	Non-essential staff	
1. Central	48.3	7.8	28.4
2. Eastern*	59.1	17.1	36.9
3. Northern*	73.9	21.5	51.1
4. North-Eastern*	52.0	13.5	34.4
5. Northeast Frontier	62.0	49.0	56.2
6. Southern	51.5	5.4	26.6
7. South-Eastern	53.0	13.0	38.0
8. Western*	54.0	13.0	36.3
	56.7	16.0	36.6

*Based on close approximation.

As on the 31st March, 1965, out of an estimated total of 1,53,910 employees on the South Eastern Railway 58,628, viz. 38.1 per cent were housed in Railway quarters.

During the current year, the South Eastern Railway expect to complete construction of another 1801 units of quarters. However, due to paucity of funds in 1966-67, the Railway Administration has proposals to construct only 459 quarters in that year.

Progress made in Third Five Year Plan:

125. In the draft Third Five Year Plan the South Eastern Railway had originally programmed to construct 9,950 units of staff quarters. As against this the total achievement for the whole Plan period is expected to be about 7,800 units only. This variation has been stated to be mainly due to the increase in the cost of construction materials such as, steel and bricks as compared to the cost index prevailing at the time of framing the draft Plan.

Budget allotment and actual expenditure:

126. The Committee desired to know the budget allotments made and actual expenditure incurred by the South Eastern Railway on construction of staff quarters during each year of the Third Plan period. The information furnished by the Ministry is reproduced below:—

(Figures in lakhs of rupees)

Year	Budget Allotment	Actual Expenditure
1961-62	158	43
1962-63	150	110
1963-64	141	141
1964-65	109	124 (Final grant)
1965-66	115	130 (August review)
	673	548

It has been stated that the main reason for variation between the actual expenditure and the budget allotments in 1961-62 and 1962-63 was due to the shortage of building materials prevailing at that particular time.

The Committee note that in the first year of the Third Plan, the utilisation of funds for construction of staff quarters was far below the allotment, i.e. Rs. 43 lakhs out of Rs. 158 lakhs, and that in the second year also the utilisation was somewhat lower than the allotment. The Committee, however, find that this shortfall has been, to

a great extent, made up in the last three years of the Third Plan period, but still leaving an unspent amount of Rs. 125 lakhs for the Plan period as a whole. The Committee feel that in the matter of provision of residential quarters to their staff, there is need for better planning and more energetic efforts on the part of the South Eastern Railway as this, apart from providing an amenity to the staff, has almost a direct bearing on their efficiency. The Committee hope that the tempo of construction of quarters will be stepped up during the Fourth Plan period and the funds allotted for the purpose will not remain unutilised.

Shortfalls in the Recruitment of Scheduled Tribes Candidates

Extent of shortfalls

127. The number of posts reserved for Scheduled Castes and Scheduled Tribes on the South Eastern Railway during the last five years and the number actually recruited are indicated below:—

Year	Scheduled Castes		Scheduled Tribes	
	No. of posts reserved	No. recruited	No. of posts reserved	No. recruited
Class III 1960-61	68	157	57	40
1961-62	76	160	65	41
1962-63	272	231	298	33
1963-64	222	204	193	26
1964-65	373	267	321	53
Class IV 1960-61	131	265	116	151
1961-62	364	487	316	347
1962-63	842	780	912	595
1963-64	852	954	742	631
1964-65	1584	1527	1380	944

It will be seen from the above that while the recruitment of Scheduled Castes candidates has been satisfactory, there have been almost continuous shortfalls in appointment of Scheduled Tribes candidates to vacancies reserved for them both in class III and class IV. The position was far from satisfactory in 1964-65 when the number of Scheduled Tribes candidates appointed was 53 against 321

reserved posts in class III and 914 against 1380 reserved posts in class IV

Reasons for shortfalls:

128. The Ministry of Railways have stated that the shortfalls are mainly because of inadequate response from candidates belonging to these tribes in spite of wide publicity given to the existence of vacancies. This poor response from Scheduled Tribes is attributable to the following reasons:

- (a) General reluctance of Scheduled Tribes candidates to serve in unfamiliar surroundings away from their tribal territory.
- (b) With the development of public sector undertakings near Tribal belts e.g. the Heavy Electricals at Ranchi. Steel Projects at Bhilai, Rourkela etc., Scheduled Tribes candidates generally prefer appointment in those to working at remote places on the Railways.

The Committee have been informed that the Railways have taken special steps like lowering of standards, increasing of maximum age limits, issue of free passes for test/interview, contacts with Employment Exchanges as well as Associations of Scheduled Castes and Scheduled Tribes, in order to make good the deficiencies in appointment of such candidates. As a result of these measures a number of panels have been received by the South Eastern Railway from the Railway Service Commission and direct recruitment by the General Manager, in exercise of his special powers, is also in progress.

While appreciating the special efforts made by the South Eastern Railway to step up the recruitment of Scheduled Tribes candidates, the Committee note that there are still a number of vacancies in posts reserved for such candidates. They would suggest that the selection of candidates from the panels furnished by the Railway Service Commission may be expeditiously finalised by the Railway so that the heavy shortfalls in the recruitment of Scheduled Tribes candidates are considerably reduced at an early date.

Refresher Training

Staff due to undergo refresher training:

129. The following statement indicates the number of operating staff of various categories who were due to undergo refresher

training during 1964-65 and the number who could actually be given such training:

Category of Staff	No. due R/Trg. in 1964-65	No. ac- tually given R/Trg.	Shortfall
SMs/ASMs	526	508	18
Guards/T.B. Ms	330	281	49
Dy. CHC/SCRs	48	11	37
Switchmen	283	283	..
CIM-I and II	205	205	..
Pointsmen/Shuntmen	1558	1558	..
YM Cl. I	10	10	..
YM Cl II/YF	77	77	..
Drivers	494	294	200
Firemen	170	105	65
Pointsmen	1786	1786	..
TPH	471	471	..
TSM/Skidmen	352	352	..
STJMS/STPMs	72	72	..
CLM-II	85	85	..
Badge-runners	69	69	..
EPMs	21	21	..

It will be seen from the above that there were shortfalls in the case of Station Masters/Assistant Station Masters, Guards FBM, Deputy Chief Controllers/Controllers, Firemen and Drivers. The shortfall is particularly pronounced in the case of drivers who are given refresher training at intervals of five years.

Reasons for shortfalls:

130. Asked about the reasons for shortfall in the training of drivers, the representative of the Ministry has stated during evidence:

"The Goods-train drivers could not be released for refresher courses for three reasons. A large number of steam drivers had to be diverted and put through a course of conversion training so that they could work on diesel locomotives on the South Eastern Railway. A very large

number of additional posts of drivers have also been sanctioned to meet the heavy increase in traffic. It was essential to man all these posts and to have sufficient reserve of trained personnel in the category of shunters. Thirdly, as a result of the recommendation of the Accidents Inquiry Committee, the drivers had to be released to attend safety camps which have proved very useful in making them safety conscious. We were in fact not happy with the shortage. We introduce programme of training from January 1965, as a result of which 945 cleaners and 755 second firemen were given promotional training. In addition, quite a large number of firemen Grade I have also been put through a condensed course of intensive training in order to make them fit for promotion to the post of Driver Grade C. We are hoping that by the end of April, 1966 and latest by June all the arrears of refresher course would be cleared and 500 trained drivers would be available.

The Committee are constrained to note that the shortfalls in refresher training were as high as 77 per cent. in the case of Deputy Chief Controllers/Controllers, 40 per cent. in the case of drivers and 38 per cent. in the case of firemen. The Committee in this connection, would like to invite the attention of Government to the finding of the Railway Accidents Committee (1962) that out of the drivers held responsible for causing accidents during the last five years, 55 per cent. were such as had not attended any refresher course within five years prior to the date of accident.

The Committee attach great importance to refresher training being imparted to drivers and technical traffic staff on the grounds of efficiency and safety, and they would urge that energetic steps should be taken by the South Eastern Railway to clear the backlog as quickly as possible and eliminate all such factors as come in the way of the operating staff availing themselves of the refresher training on the due dates. The Committee hope that the South Eastern Railway realise the importance of the refresher course which they have initiated at some cost, and will take proper steps to see that the course is being properly utilised.

Payment of Pension, Provident Fund and Gratuity

Staff under Pension Scheme:

131. The Committee understand that apart from the 31,027 employees of the South Eastern Railway appointed after 16th November,

1957, and automatically governed by the Pension Scheme, another 17,983 employees had opted for the Pension Scheme upto 31st March, 1965, thus bringing the total of such employees to 49,010.

Measures taken to expedite disposal:

132. The following measures have been taken by the Railways to ensure speedier finalisation of Pension and Provident Fund cases:—

Pension Cases:

- (i) The pension rules emphasise that Railway servants should receive their pensionary benefits on the date on which these become due. To achieve this object, action on pension cases is to be initiated well in advance i.e. by preparing the list of employees who are due to retire 12-15 months thence. The employee himself is also required to submit his application for pension one year in advance of the date on which he is due to retire.
- (ii) The Railway Board also keep a watch over the disposal of pension cases and Railways are required to submit half yearly reports regarding progress made in the finalisation of pension cases. The position is reviewed in Board's Office and wherever necessary, Railways are addressed, drawing their attention for special action for disposal of any long outstanding case.
- (iii) Recently, instructions have been issued to the Railways in pursuance of Estimates Committee's recommendation that all cases of pensionary benefits, where payment is held up for more than six months, should be investigated and action taken against the person responsible for any avoidable delay. All cases outstanding for over six months on 31st December, 1965 would be investigated in the aforesaid manner. In the meanwhile, Railways have been advised to bring the orders to the notice of the staff dealing with the pension cases at various stages so that they may have adequate opportunity to clear the outstanding cases, as far as possible, by 31st December, 1965.

Provident Fund Cases:

- (i) Quarterly statements showing the number of pending cases are submitted by the Railways to the Railway Board. These are reviewed in the Board's Office and the progress of clearance of the pending cases watched.

- (ii) Instructions are issued from time to time to the Railways emphasising on them the paramount need for payment of settlement dues to retired employees as expeditiously as possible. Based on the recommendations of the Estimates Committee contained in their 43rd Report relating to the North-east Frontier Railway, the Railway Administrations were advised in April, 1964 that they should intensify their efforts in clearing the arrears of pending P.F. cases and also in making prompt payment in the current cases as they arise. Also, on the basis of a recommendation of the Committee in their 65th Report relating to the North Eastern Railway instructions to the Railways were issued in June, 1965 that advance action for settling the dues of an employee which was being taken 6 months before an employee is due to retire, should be taken 1 year in advance. The Railways have also been required to furnish the reasons for delay in each case pending for more than 6 months to enable a more detailed review of the pending cases.

Pending Cases:

133. In October 1965, two cases for payment of Provident Fund had been pending with the South Eastern Railway for more than one year but less than two years and twenty cases for more than six months but less than one year, for various reasons like non-finalisation of Railway dues, non-vacation of Railway quarters, non-production of legal documents and non-finalisation of fixation of pay in the authorised scales, etc.

As regards cases pertaining to payment of Pension and/or Death-cum-Retirement Gratuity, 12 cases were pending on 30th June, 1965, for more than one year but less than two years and 28 cases for more than 6 months but less than one year.

The Committee are glad to note that the Railways have taken prompt action on the lines suggested by the Committee in their earlier reports for expediting disposal of cases relating to settlement of dues of their employees and that there are no cases pending for more than two years on the South Eastern Railway. The Committee hope that vigorous efforts will continue to be made by the Railway for expeditious disposal of such cases so that each retiring employee gets his dues settled within six months of retirement.

CHAPTER VIII

CONCLUSION

134. The South Eastern Railway runs through an area rich in natural resources and agricultural and forest produce. Four major Steel Plants, namely IISCO, TISCO, Bhilai and Rourkela are located on this Railway. Durgapur *albeit* on the Eastern Railway depends for the movement of its principal raw materials entirely on this Railway. It will, therefore, be no exaggeration to say that the entire steel economy of the country is largely dependent on this Railway. Besides the steel plants, this Railway serves some major and important ports like Calcutta, Paradeep and Vishakapatnam and also an industrial complex embracing commodities like manganese, cement, paper, aluminium, refractory, ferro-manganese, heavy machinery, fertilizers and jute. This Railway also earns valuable foreign exchange by transporting iron and manganese ores from the interior of the hinterland to Vishakapatnam and other ports for export to Japan and other countries. It thus plays an import role in bringing progress and prosperity to the South Eastern Region. On account of the volume and nature of traffic which it has to handle, this Railway can be considered to be a very difficult or problem Railway.

Although constituting only 10.5 per cent of the total route kilometrage of the Indian Government Railways, the South Eastern Railway accounts for about 17.8 per cent. of the total contribution of all the Zonal Railways towards the dividend paid by the Indian Railways to the General Revenues. This Railway has also been able to achieve the best operating ratio amongst all the Zonal Railways, the figures for the years 1962-63 and 1963-64 being 62.74 and 62.65 respectively. During the decade immediately following the reformation of this Railway as a separate zone, there has been a colossal increase in the work-load of this Railway on account of the rapid industrialisation and development of this region. The Committee are glad to note that by and large the South Eastern Railway has been able to handle the work efficiently and economically.

The Committee note that this Railway has embarked on a number of modernization programmes and expansion scheme with a view to meet the growing transport needs of this region. The Switch-over from steam to diesel and electric traction, doubling of lines, introduction of modern electronic signalling devices and re-modelling of yards and stations are going apace. It is gratifying to

note that all these jobs are being carried out without any dislocation of traffic and interference with normal work. The Committee hope that in the years to come the South Eastern Railway, by careful and thoughtful planning and by adoption of the latest techniques in the Railway transport system, will not only maintain the present level of efficiency but also render better and speedier service to the public.

The Committee would like to invite attention to the fact that there are large tracks of land within the area served by the South Eastern Railway, especially in the States of Orissa and Madhya Pradesh rich in mineral and natural resources but still lying untapped for want of a good communication system. These areas need to be provided with rail facilities before they lend themselves to economic exploitation and development. The Committee hope that the Ministry of Railways will bear this in mind while formulating their future plans of development and expansion.

Before concluding, the Committee feel that due to historical reasons and its late acquisition by the Government the South Eastern Railway has been handicapped in matters like its own terminal facilities, workshop facilities, city-booking facilities, printing press etc., but for which its performance would have been better still. Handicaps of this nature have their effect on the users and the staff and should therefore be removed.

NEW DELHI;
The 21st February, 1966.
Phalguna 2, 1887 (Saka)

ARUN CHANDRA GUHA,
Chairman,
Estimates Committee.

APPENDIX I

(Vide para 35)

Copy of letter dated 28-10-64 from Shri Rabindra Lal Sinha, Education Minister, Government of West Bengal, addressed to Shri G. P. Bhalla, General Manager, Eastern Railway, Calcutta.

I understand that a proposal for diverting most of the through trains from Howrah to Sealdah is under your consideration. But, I think, this will cause much inconvenience to a large number of passengers. Sealdah station has not much terminal facilities for the passengers coming by trains, whereas much greater facilities are available at Howrah station. Important tram and bus routes to different areas of Howrah and Calcutta terminate at Howrah station. Not so is the case with Sealdah. You can well imagine the difficulties of passengers to board a bus or tram at midway (at Sealdah) which is coming full with passengers almost from its terminus. Howrah has much greater space than Sealdah. I hope you will please take all these facts into consideration before coming to a decision.

Thank you.

Copy of D.O.No. 32393-PS N Rev dated 25-11-64 from Shri S. Bhattacharjee, Minister, Land and Land Revenue and Irrigation and Waterways Departments, Government of West Bengal, addressed to the General Manager, Eastern Railway, Calcutta.

I understand that some through trains are going to be diverted from Howrah to Sealdah station. I would request you to kindly consider if the proposed scheme will be given effect to before improvement of Tram and Bus services of all sections of the city is made available at the Sealdah station. Besides, this diversion will perhaps take some more time in reaching Sealdah station in addition to the scheduled time causing inconvenience to the passengers.

Thanking you,

APPENDIX II

(Vide Para 57)

Statement showing the trends of revenue goods traffic on South Eastern Railway viz. Tonnes carried and earnings by principal commodities during the years 1962-63, 1963-64 and 1964-65.

Name of commodity	1962-63		1963-64		1964-65†	
	Tonnes carried (In oo)	Earnings (In oo)	Tonnes carried (In oo)	Earnings (In oo)	Tonnes carried (In oo)	Earnings (In oo)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Rs.		Rs.		Rs.
1. Grains	2,026,4	2,87,43,3	1,926,1	2,94,51,2	2,090,8	3,25,15,9
2. Oil seeds	83,0	16,33,0	84,6	18,17,6	66,4	15,55,5
3. Cotton Raw	25,2	20,13,8	25,4	22,24,9	17,2	14,83,4
4. Jute Raw	117,2	41,46,3	125,2	51,46,4	91,3	33,40,7
5. Fruits and Vegetables	155,9	38,83,1	78,9	17,05,7	72,4	15,09,4
6. Fodder	115,6	16,48,3	112,2	14,80,2	123,5	15,93,7
7. Tobacco country unmanufactured	22,2	11,61,0	19,9	14,28,4	23,2	16,85,3
8. Coal & Coke for the public including Non-Government Railways	13,687,2	12,53,26,9	15,481,3	14,70,38,6	15,165,2	14,96,08,8
9. Marble and Stones— (a) Limestone and Dolomite	3,849,5	4,88,90,0	3,449,4	4,58,13,3	3,430,7	4,46,14,2

(1)	(2)
(b) Marble Gypsum and other stones	341.7
10. Metallic Ores—	
(a) Manganese Ore	1,088.4
(b) Iron Ore	11,634.0
(c) Other Ores	592.2
11. Mineral Oils	405.5
12. Firewood and other fuel	155.7
13. Wood unwrought	935.7
14. Bididi Leaves	44.3
15. Sugar	96.1
16. Khandsari Gur and Mollasses	96.9
17. Cotton manufactured	79.8
18. Jute manufactured	67.2
19. Edible vegetable oils	95.0
20. Cement including products of cement manufactured	731.4
21. Iron & Steel wrought—	
(a) Pig iron	524.0
(b) Finished, semi-finished crude and other iron and steel wrought	4,052.9

(3)	(4)	(5)	(6)	(7)
				Contd
35,13,8	321,9	34,24,4	418,7	44,65,2
1,38,65,7	1,127,2	1,60,51,6	1,359,5	2,06,38,5
12,08,12,9	12,125,2	13,88,15,1	12,472,2	15,12,04,1
59,93,3	608,8	57,09,6	731,4	69,81,0
1,35,51,3	360,1	1,28,15,4	467,2	1,55,54,6
15,89,7	162,2	17,27,7	157,0	18,68,6
1,48,60,6	1,015,4	1,63,82,1	1,045,8	1,75,44,4
20,16,0	59,0	25,27,2	58,8	30,74,8
16,05,4	80,7	18,48,4	70,9	15,56,9
19,84,5	55,1	14,92,1	61,0	18,81,9
63,52,9	60,7	49,94,8	60,7	51,00,1
26,55,2	44,7	24,76,9	52,9	29,87,0
36,61,0	95,8	41,72,7	86,0	38,38,8
1,27,91,8	745,6	1,29,47,4	870,3	1,74,81,2
1,15,99,4	570,9	1,27,38,7	555,1	1,18,93,1
13,10,89,9	4,683,9	16,23,28,1	5,032,0	17,77,17,4

22. Salt	334,8	59,58,1	312,9	58,07,3	335,4	66,19,0
23. Glass ware	34,0	21,15,1	36,7	14,42,9	40,0	17,27,5
24. Paper	102,5	42,49,9	138,4	56,37,0	139,2	60,70,9
25. Tea	25,8	24,52,3	31,1	28,73,2	25,4	24,36,8
26. Tobacco manufactured	25,2	15,77,3	16,9	10,03,3	15,6	9,89,1
27. Non-Ferrous Metals						
(a) Aluminium	46,0	19,32,5	54,3	20,75,3	75,9	29,39,5
(b) Others	101,8	34,08,8	103,6	35,90,2	95,3	32,19,2
28. Manure organic	35,7	4,39,0	42,3	4,89,7	111,6	13,73,4
29. Chemical Manure	225,5	47,80,8	228,1	48,20,8	322,5	66,39,2
30. Provisions	110,6	47,08,9	109,9	43,44,7	108,0	44,05,7
31. Other commodities	44,09,2	8,54,21,9	5,810,0	12,80,68,6	5,131,9	14,11,40,8
Total Revenue Earning Traffic	46,474,1	68,24,33,7	50,304,4	79,67,11,5	51,981,1	85,92,55,6
<i>Non-revenue traffic</i>						
32. Railway Coal	4,067,4		3,947,9		4,003,9	
33. General Stores and Materials for Railways	2,609,0		3,402,6		3,497,5	
Total Non-Revenue Traffic	6,676,4		7,350,5		7,501,4	
Grand Total (Revenue + Non-Revenue)	53,150,5	68,24,33,7	57,654,9	79,67,11,5	59,482,5	85,92,55,6

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†Figures for 1964-65 are provisional.

NOTE:—Tonnes carried represent tonnage originating on the broad and narrow gauges of the S.E. Railway plus tonnage received from the same gauge junctions with other Indian Railways and the tonnage transhipped from other gauges at break of gauge points with Home Line as well as other Indian Railways on each gauge.

APPENDIX III

(Vide para 60)

Statement showing loading of finished products by TISCO, ROURKELA and BHILAI in BFR Type Wagons during the years 1964 and 1965 (upto August).

Month	1964				1965 (upto August)			
	Indent	Allotment	Supply	Loading	Indent	Allotment	Supply	Loading
TISCO								
January	1108	1108	1307	1216	1327	1327	1411	1303
February	871	871	931	865	1145	1145	1328	1212
March	870	870	910	870	1337	1337	1458	1238
April	823	823	792	717	819	819	986	864
May	906	906	1004	934	980	980	1099	959
June	934	934	1072	926	987	987	1239	993
July	1044	1044	1142	1023	1201	1201	1273	1167
August	1050	1050	1171	1095	1143	1143	1371	1271
September	1077	1077	1309	1198				
October	1288	1288	1355	1263				
November	1157	1157	1174	1097				
December	1134	1134	1094	953				
Monthly average	1022	1022	1105	1013	1114	1114	1256	1126

ROURKELA

January	238	238	289	244	233	233	279	230
February	226	226	259	211	189	189	230	200
March	150	150	219	174	266	266	308	211
April	254	234	265	214	203	203	261	190
May	220	220	241	234	186	186	277	197
June	241	241	292	230	258	258	238	162
July	295	295	320	273	256	256	252	216
August	312	312	397	302	160	160	206	130
September	294	294	317	266				
October	328	328	397	320				
November	246	246	346	248				
December	199	199	226	208				
Monthly average	249	249	297	244	227	227	263	201

BHILAI

January	1230	1230	1297	1191	1414	1414	1303	1308
February	1029	1029	1064	885	675	675	880	776
March	1713	1713	1355	1124	1304	1304	1208	1262
April	1517	1517	1171	1037	1469	1469	1320	1157

	(1)	(2)	(3)
May		1788	1788
June		1226	1226
July		1398	1398
August		1326	1326
September		1158	1158
October		978	978
November		1272	1272
December		1438	1438
Monthly average		1339	1339

(4)	(5)	(6)	(7)	(8)	(9)
1220	964	1267	1267	1292	1238
1280	1177	1126	1126	1267	1168
1172	1117	1299	1299	1345	1249
1335	1226	1095	1095	1241	1350
1233	1142				
1131	1071				
1404	1157				
1422	1115				
1256	1101	1222	1222	1231	1188

APPENDIX IV

(Vide para 74)

Particulars of Colliery Assisted sidings proposed to be strengthened to make them fit for BOX Wagons

Sl. No.	Name of Siding	Estimated cost			Estimate sent to Colly. Co. on date	Estimate accepted by Colly. Co. on date	Deposit made by Colly. Co. excluding subgrade cost where opted on date.	Estimate sanctioned and work order issued on date	Progress	Reasons for delay in completion
		Rly. share	Colly. share inclusive of sub-grade	Total						
1	2	3(a)	3(b)	3(c)	4	5	6	7	8	9
		Rs.	Rs.	Rs.						
A. WORKS IN PROGRESS										
1	Ballihari No. 11	95,962	14,137	1,10,099	16-9-64	31-10-64	5-11-64	25-11-64	Nil	Subgrade work to be carried out by the Colliery Company themselves has not yet been done. The railway can only start work after this is completed.
2	Murulidih No. 6	21,181	1,913	23,094	5-12-63	16-12-64	8-4-64	7-1-65	Nil	
3	Murulidih No. 7	51,476	7,001	58,477	17-12-63	16-12-64	8-4-64	15-1-65	Nil	
4	North Damuda No. 3	33,791	3,733	37,524	5-12-63	26-12-63	5-2-64	12-3-64	Work in progress	Delay is due to slow progress made by the Colly. Company in carrying out the subgrade work, without which the Rly. could not do their portion of the work.

5	Pathergoria No. 11 . . .	19,706	6,008	25,714	18-12-63	9-3-64	12-3-64	31-7-64	Nil	Same as in item (1)
6	Sitanalla No. 4 . . .	58,572	14,017	72,589	6-1-64	25-3-65	29-3-65	23-4-65	Work in progress	Same as in item (4)
7	Khas Ganeshpur No. 7 . . .	2,789	4,677	7,466	24-10-64	30-12-64	31-12-64	29-1-65	Nil	Same as in item (1)
8	Bhowrah No. 6 . . .	13,654	3,596	17,350	27-2-64	6-5-65	12-6-65	28-6-65	Nil	Do.
9	Khas Dharmaband No. 19 . . .	1,26,658	17,180	1,43,838	24-12-63	20-3-64	24-3-64	13-7-64	Nil	Do.
10	Bhalatand No. 18 . . .	41,237	6,883	48,120	17-4-65	30-4-65	28-4-65	1-5-65	Work in progress	Not delay
11	Pootkee No. 16A . . .	29,439	6,647	36,086	11-8-64]	31-5-65	4-6-65	2-7-65	Do.	Expected to be completed shortly.
12	Bhowrah No. 5 . . .	15,775	6,854	22,629	18-12-63	10-6-55	14-6-65	28-6-65	Nil	Same as in item (1)
13	Sudamdih No. 3 . . .	16,503	5,289	21,792	18-12-63	22-5-65	24-5-65	28-6-65	Work in progress	Same as in item (4)
14	Kustore No. 7A . . .	22,246	4,454	26,700	24-12-63	23-7-65	24-7-65	12-8-65	Nil	Same as in item (1)
15	Bhalgora No. 22 . . .	42,403	10,676	53,079	17-12-63	9-9-65	21-5-64	13-9-65	Nil	Do.

B. WORKS AWAITING SANCTION

1	Jorapukur No. 1 . . .	74,778	31,570	1,06,348	19-6-65	8-7-65	29-9-65	Estimate under Sanction
2	Malkera No. 3 . . .	41,264	7,571	48,835	24-6-65	8-7-65	29-9-65	Do.
3	Choitadih No. 9 . . .	6,223	1,419	7,642	24-6-65	8-7-65	29-9-65	Do.
4	Jamadoba No. 6 . . .	60,216	29,291	89,507	18-6-65	8-7-65	29-9-65	Do.

NOTE:—The colliery firms had undertaken to carry out subgrade works (including ballast) themselves and the estimates were prepared accordingly.

APPENDIX V

(Vide para 79)

Statement showing wagons indented and supplied for loading of manganese and iron ore for export.

Month	Ex Barajamda				Ex Banspani				Ex Barajamda				Ex Banspani			
									to Calcutta Port				to Visakhapatnam Port			
	Indent		Loading		Indent		Loading		Indent		Loading		Indent		Loading	
IRON ORE																
January'65	815	815	100	100	565	465
February'65	24	730	730	207	100	350	447
March'65	1067	967	200	200	447	400
April'65	517	615	50	50	392	442
May'65	100	100	1374	1345	100	100	100	97
June'65	100	100	1165	1170	100	50	..	..
July'65	50	50	1355	1257	400	400	50	50
August'65	100	100	1487	1405	300	300	50	50
September'65	210	210	1572	1432	220	220	..	..
October'65	177	177	1350	1480	450	450	..	..
MANGANESE ORE																
January'65	8	..	127	75	..	..	350	297
February'65	12	11	55	55	..	..	97	100

March '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	162½	152½	..	..	147	87
April '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	80	80	..	..	650	100
May '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	135	129	50	..	700	445
June '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	297½	240	112	..	600	192
July '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	305	305	135	100	700	450
August '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	45	..	50	50	700	295
September '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	200	182½	..	..	526	300
October '65	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	280	298	50	50	576	350

APPENDIX VI

(Vide para 93)

Statement of claims paid, both number of cases and amount, paid causewise by the South Eastern Railway

Nature of causes	1962—63		1963—64		1964—65	
	No.	Amount	No.	Amount	No.	Amount
		Rs.		Rs.		Rs.
Loss of complete packages/consignments	6,680	14,12,756	6,694	15,54,976	6,647	15,17,409
Theft of complete packages/consignments	214	2,31,382	204	2,99,610	85	91,317
Pilferages (i.e. other than complete packages/consignments)	14,966	18,93,151	15,377	18,40,926	15,318	18,04,932
Damage by wet	1,566	3,09,885	1,955	3,33,947	1,726	3,17,311
Delay in transit	1,169	1,33,257	1,931	3,24,076	1,765	2,29,413
Breakage	97	9,914	169	18,740	99	13,745
Leakage	281	80,465	518	1,09,819	365	84,383
All other causes	11,788	37,48,814	9,615	25,52,190	10,440	28,63,223
TOTAL	36,761	78,19,624	36,463	70,34,284	36,445	69,21,733

APPENDIX VII

(Vide para 96)

Statement of claims paid, both number of cases and the amount paid, commodity-wise, by South Eastern Railway.

Name of commodity	1962—63		1963—64		1964—65	
	No.	Amount Rs.	No.	Amount Rs.	No.	Amount Rs.
1. Grains & Pulses	3,190	5,03,524	4,257	6,51,971	3,763	6,05,103
2. Iron & Steel including machinery	1,336	6,97,130	1,119	5,13,940	633	3,43,591
3. C.P. Goods	2,183	12,24,309	1,580	9,79,854	810	5,16,411
4. Sugar & Jaggree	2,368	6,52,952	1,720	4,18,176	1,728	3,98,098
5. Perishables	7,556	7,34,480	6,946	7,80,367	7,938	9,77,514
6. Tea	223	41,852	263	66,423	191	25,409
7. Spices	1,011	1,94,358	740	1,67,692	785	1,40,752
8. Motor Cycles, bi-cycles and Motor cars component parts of	1,233	3,17,879	853	2,17,823	592	1,44,451
9. Chemicals & Medicines	836	1,39,344	574	1,13,196	404	82,299
10. Oils	515	1,76,403	673	1,91,858	743	2,43,060
11. Cement	249	45,596	481	88,659	456	73,732
12. Coal & Coke	445	2,72,557	243	1,56,674	163	1,64,465
13. Cigarettes	122	27,561	126	44,055	200	36,546
14. All other commodities	15,494	27,91,679	16,888	26,43,596	18,039	31,70,302
Grand Total	36,761	78,19,624	36,463	70,34,284	36,445	69,21,733

APPENDIX VIII

(Vide para 121)

Statement showing the effect of Introduction of incentive Schemes of working in Kharagpur workshops on the out-turns in standard units of periodicals overhaul of rolling stock and the man-hours taken per standard unit of periodical overhaul.

SL No.	Year	Staff on pay rolls (Year ending figures)			Out-turn in standard units			Man-hours taken per standard Unit		
		Steam Loco-motives	Carriage	Wagon	Steam Loco-motives	Carriage	Wagon	Steam Loco-motives	Carriage	Wagon
1	1960-61	6162	2479	2433	428·73	2251	7502	34494·43	2643·09	776·5
2	1961-62	5835	2455	2266	428·53	2249	7202	32679·15	2620·00	754·0
3	1962-63	5701	2332	2279	425·07	2327	7551	32188·5	2405·00	740·0
4	1963-64	5379	1781	2119	405·00	2405	9620	31875·55	1780·00	527·6
5	1964-65	5259	1689	2095	437·81	2770	10513	28833·96	1463·00	478·0

Average man-hours taken per standard unit

	Steam Locomotive	Carriage	Wagon
(a) Performance during 1960-61 (Pre-incentive year)	34494·4	2643	776·5
(b) Performance during 1964-65	28834	1463	478
(c) Saving in man-hours	5660	1180	298·5
(d) Percentage saving	16·45%	44·6%	38·3%

APPENDIX IX

Summary of conclusions/Recommendations contained in the Report

Sl. No.	Reference to Para No. of the Report	Summary of conclusions/Recommendations
1	2	3
1	4	<p>The Committee note that after its formation as a separate Zone in 1955-56, the South Eastern Railway has been making a steady improvement in certain directions, viz., net tonnes kilometres per goods locomotive day on line, average train load and punctuality of passenger trains. In some other directions, viz., wagons kilometres per wagon day, engine kilometres per engine on line (N.G.) and vehicle kilometres per vehicle day, there was a set-back for some years after bifurcation. Though there has been some improvement in recent years, the Committee note that in these matters the standard of efficiency has not yet reached even the level of the ex-Bengal Nagpur Railway or of the composite Eastern Railway at the time of bifurcation (1955-56) despite expectations of all round improvements entertained as a result of the bifurcation. The Committee hope that with the growth of electric and diesel tractions, in the years to come, it would be possible for the South Eastern Railway to achieve considerable improvement in these directions and not only to come up to, but also to improve upon, the level of the ex-Bengal Nagpur Railway.</p>
2	5	<p>The Committee are glad to note that the over-all operating-cum-efficiency index of the South Eastern Railway has shown a progressive improvement in spite of the increasing work-load which this Railway has been called upon to handle. The Committee hope that this trend of improvement will be maintained in the years to come.</p>

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The Committee are glad to note that both in respect of the operating ratio, viz., the percentage of total working expenses to gross earnings, and the percentage of net revenue to Capital-at-charge, the position on the South Eastern Railway has not only been better than on any other Zonal Railway, but that it has also been showing a progressive improvement from year to year upto 1963-64. There was, however, a slight set-back in 1964-65, but the position is expected to improve again in 1965-66. The Committee have no doubt that this Railway would continue to make sustained efforts to increase its traffic receipts, and also to control the expenditure (in order to arrest the rise in operating ratio) which is particularly necessary in view of the enhanced rates of dividend that would hereafter be payable by the Railways to the General Revenues and also the increased annual contribution to the Depreciation Reserve Fund.

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The Committee are unhappy that the narrow gauge sections of the South Eastern Railway as also of other Zonal Railways are incurring heavy losses from year to year. The Committee also note the difficulties of the Railways to convert the narrow gauge lines into broad gauge or to close them down on account of the inconvenience likely to be caused to, and the opposition from, the travelling public. While the Committee appreciate the steps so far taken by the South Eastern Railway to improve the efficiency of the working of its narrow gauge sections to bring down the losses, they suggest that the question of their continuance or closure or converting them into broad gauge, may be re-examined in the light of the recommendations of the Committee on Transport Policy and Coordination. As the Committee realise that narrow gauge railways are always likely to be losing concerns and also not likely to provide adequate transport facilities, the Committee feel that ultimately broad gauge lines may have to be introduced in the areas served by the narrow gauge railways. So, the Committee would urge that a phased programme should be drawn up for extension of the broad gauge lines to those areas except in such areas where for physical and geographical reasons broad-gauging may not be possible.

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		<p>In this context, the Committee would like to suggest that the question of extending the Ranchi-Chandrapara section up to Purulia may be considered by the Railways so that the present narrow gauge line to Purulia may be converted into broad gauge.</p>
5	10	<p>The Committee consider that if in deference to public sentiments, the narrow gauge sections are not to be closed down, a responsibility devolves on the users and the State Governments concerned to see that full patronage is extended to these railways so as to ensure that the available capacity does not remain unutilised.</p>
		<p>The Committee would like to reiterate the recommendation made in para 9 of their Forty-Third Report (1963-64) on Northeast Frontier Railway and to suggest that road transport in the areas served by narrow gauge railways should be developed only on a co-ordinated basis so that the capacities of the existing narrow gauge railways may be appropriately utilised and the losses on their working minimised. The State Governments may, therefore, be induced to keep in view the interests of the narrow gauge railways while drawing up plans for provision of transport facilities for the industrial and economic development of the areas concerned.</p>
6	10	<p>The Committee feel that so long as the narrow gauge railways are allowed to continue, it is imperative that these are properly equipped with all the rolling stock and other materials required for their efficient and economic management. They would, therefore, suggest that a study may be made by the Railway Board to ascertain whether the narrow gauge railways have adequate rolling stock facilities to meet the demand of the growing traffic and to take such remedial measures as may be necessary in the matter.</p>
7	11	<p>The Committee note that the detailed examination of the economics of acquisition of the Bankura-Damodar River light railway and its conversion to broad gauge was made more than a decade ago. They find that in this period, there has been continued deterioration in the financial position of this railway, necessitating payment</p>

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of larger amounts of subsidy by the Government every year. The Committee would like to stress that with the existing agreement whereunder a return of 3½% on the paid-up share capital has been guaranteed and paid every year by the Government to the Bankura-Damodar River Railway Company, the management cannot be expected to take energetic measures for its efficient management and there is, therefore, imperative need for termination of the agreement at the earliest opportunity. The Committee also note that on the basis of the examination made in 1954-55, the estimated annual loss after acquisition and conversion of this railway into broad gauge would be about Rs. 4.8 lakhs and that the annual subsidy paid by Government during the last few years was over Rs. 7 lakhs. The Committee feel that in these 10 years, traffic must have increased or should have increased, if proper facilities were provided and this estimated annual loss of Rs. 4.8 lakhs could have been completely wiped out.

In view of the fact that the Central Government have the option to purchase this Railway only once in ten years, the Committee feel that the present state of affairs, which results in a continuous drain on the Public Exchequer, should not be allowed to continue for another decade thereby necessitating payment of larger amounts of subsidy from year to year to the Company in fulfilment of contractual obligation. The Committee, therefore, recommend that the Government should take immediate steps to avail of the earliest opportunity to purchase the Bankura-Damodar River Railway when the next option for acquiring it falls due on the 31st March, 1967.

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The Committee suggest that the question of broad-gauging the Bankura-Damodar River Railway line to eliminate the losses of revenue accruing on this section may be considered in due course.

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The Committee understand that at a meeting held on the 9th October, 1962, at which the representatives of the Railway Board, Ministry of Transport and the Government of Orissa were

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present, it was agreed that the Nayagarh-Banspani area must be connected by rail with Paradeep passing through the Tomka area and that for that purpose the entire railway line from Banspani to Paradeep should be included as a priority scheme in the Fourth Plan. The Committee would like in this connection to refer to the recommendation made by them in their Seventieth Report on the Ministry of Transport—Paradeep Port (1964-65) to the effect that for the development of a Port of the size of Paradeep, railway communication may be desirable.

Now that the Paradeep Port has been taken over by the Central Government to be operated as a major port, the Committee hope that the scheme of providing a rail link for Paradeep will be processed on a priority basis and a definite programme drawn up for implementation so that there may be no hold up in the development of Paradeep as a major port for want of a rail link.

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The Committee note the progress made so far in the construction of the Haldia rail link. They would suggest that all the preliminaries regarding the acquisition of land, details of soil test etc. may be completed as expeditiously as possible so that there is no hold up in future. The Committee hope that the rail link will be available for carrying the construction materials for the Port and for the Railway and it will be in proper working condition simultaneously with the working of the Port.

The Committee would also suggest that the Railways should keep in view the Committee's earlier recommendations made in their 67th Report (1964-65) regarding provision of shorter and alternative rail-link between Haldia and Calcutta via Kolaghat when the Port will start functioning in full capacity.

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The Committee would like to mention that Santragachi Yard has been a serious bottleneck in the South Eastern Railway communication with Howrah and that the remodelling of the yard was long overdue. The Committee expect that now that this work has been taken up, it should be expedited according to schedule.

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The Committee note that though all the main items involved in the remodelling work of the Santragachi Yard will be completed by the target date, i.e. February, 1966, the residual items of work would be completed only at the end of the year. The Committee hope that work on the residual items would be proceeded with expeditiously so that they could be completed as soon as possible.

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The Committee are unhappy that the 'Andul-Dankuni Chord Link' scheme which was originally included in the budget for 1959-60 has not made much progress. The cost of the scheme has gone up from Rs. 1.31 crores to Rs. 5.60 crores and even the revised estimate for the scheme has not yet been sanctioned. Also, the entire land required for the construction of the link has not been acquired. Considering the advantages that would accrue to the South Eastern Railway for relieving the congestion at Santragachi and Howrah and for the movement of trains to Calcutta side, the Committee cannot but regret the inordinate delay that has taken place in completing the Andul-Dankuni Link. The Committee would urge that prompt action should be taken for the acquisition of land so that the work could proceed according to schedule. The Committee hope that the revised target date for completion of the work, namely December, 1968, will be strictly adhered to.

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The Committee note that the programme of track renewals on the South Eastern Railway could not be fulfilled in the Second Plan and is not expected to be fulfilled even in the Third Plan. The Committee cannot over-emphasise the need for completion of all the scheduled track renewals, so essential for safety, and hope that in collaboration with the Ministry of Industry and the Directorate General, Technical Development, adequate steps will be taken to develop the production of necessary materials so that track renewal programmes can be carried out according to schedule.

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The Committee note that while out of 12 works for bridge strengthening, regirdering, etc., taken up by the South Eastern Railway during the

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Second Plan, 10 were completed and works on remaining 2 were in progress during that Plan, the work relating to regirdering of 150 girder spans on seven bridges in the broad-gauge section and strengthening of all girder span trestle bridges on the Raipur-Dhamtari narrow-gauge section were not taken up at all and had to be postponed from the Second Plan to the Third Plan. They also note that regirdering of 71 spans on 8 bridges will have to be thrown forward from the Third Plan to the Fourth Plan.

In view of the imperative need for strengthening and regirdering the bridges for the smooth and uninterrupted running of trains, the Committee would stress the need for completion of all the bridge works during the Plan period itself. The Committee hope that the Railway would take adequate steps to ensure that all the bridge works planned for execution during the Fourth Plan including the spill-over of the Third Plan, are duly completed within that Plan period.

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The Committee note that there had been shortfalls in structural and engineering works scheduled to be completed by the South Eastern Railway during the Second Five Year Plan and that a number of works in relation to construction of new lines, doubling of lines, electrification of lines, yard remodelling works, additional loops, etc. had to be carried forward to the Third Five Year Plan. The Committee also note that there will be further shortfalls in the execution of works scheduled for completion in the Third Plan period in respect of doubling of lines, electrification of lines, yard remodelling works, crossing stations, additional loops, improvement of water supply, provision of automatic signalling etc.

The Committee are unhappy that in spite of improvements in the supply of steel and other materials during the Third Plan period, a number of structural and engineering works are not expected to be completed during that Plan period according to schedule and would necessarily have to be carried forward to the Fourth Plan. The Committee feel that the continuance of such shortfalls may lead to lack of adequate railway

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facilities—so necessary for efficient traffic operation. They need hardly emphasise that keeping in view the rapid development of the area served by the South Eastern Railway, strenuous efforts should be made to overcome all difficulties in the way of timely completion of all the Plan projects. The Committee would suggest that the question of prompt supply of all the necessary materials and equipment should be taken up in right earnest by the Railway Board with the Ministries concerned, so that the structural works of the Fourth Plan including the carry over of the previous Plan, may be completed within the Plan period and there may not be any carry forward again to the next Plan.

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The Committee would emphasise that while finalising the Fourth Plan allocations for opening of new lines, due regard should be given to the potential areas of development and particularly to those areas which need development in the context of the Defence requirements. The Committee need hardly stress the desirability of maintaining a proper balance between economic development and the development of transport so that the former does not suffer due to any deficiency in the later.

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While appreciating the policy of development of transport facilities following specific major projects for the expansion of the new industrial, mining and multipurpose agricultural programmes, the Committee feel that in certain undeveloped areas, transport arrangements should precede and supply necessary facilities for economic development. In that context, the Committee note that the South Eastern Railway has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh and the Midnapore district of West Bengal—areas which have potentialities for development and when mineral and natural resources are still lying untapped for want of a good Communication system. The Committee would like to emphasise that the Railways should draw up plans for extension of transport facilities to these areas, so that these areas may get the incentive for development. The Committee have no doubt that the needs of these areas will receive their due priorities in the overall expansion of the Railways.

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18	28	The Committee would suggest that a certain percentage of the total allocation for new lines should be set aside exclusively for the construction of rail tracks for the benefit of under-developed areas which have been clamouring for such facilities for their development.
19	31	The Committee have found that the passengers detained at Howrah have to face great difficulties to reach their destinations due to non-availability of conveyance, congestion on the Howrah bridge and on the Howrah bridge approaches on both sides. The responsibility of the Railways in regard to provision of necessary facilities to their passengers to reach their destinations after they have been detained at Howrah should not be decided only on a legalistic or technical basis but should be considered on the basis of a utility organisation of a welfare State. As such the Committee feel that it would be desirable and useful if the Railways take active interest in this problem and try to find a solution in collaboration with the State Government.
20	37	The Committee are conscious of the fact that the transport problem of the Calcutta Metropolitan District with a population of over six millions is an extremely complex one and that there is an urgent need for an efficient high capacity system of mass transportation around and within the metropolis. They are also aware that there is a public demand for having two or three terminal stations in Calcutta and for remodeling of the existing Sealdah Station so that it could admit more long distance trains and thereby relieve traffic congestion on the Howrah bridge and also its approach roads.
		The Committee note that the additional capacity being created at Howrah by extension of the platforms, route-relay interlocking etc. would be sufficient to meet the requirements for the next ten years or so on the basis of the normal increase in traffic. While the Committee appreciate the difficulties, like land acquisition etc., that present themselves in diversion of trains to, and development of additional terminal facilities in, the areas of Calcutta on the eastern side

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of the river Hooghly, they nevertheless feel that with the ever expanding industrial and other activities of Calcutta and with the plan for the development of satellite townships like the Salt Lake area, a sufficiently long term view has to be taken of the transport requirements.

The Committee, therefore, suggest that the Study Team set up by the Planning Commission may also examine in all its ramifications the question of enhancing the terminal facilities on the eastern bank of the Hooghly, if necessary by providing a new road-cum-rail bridge between the present Howrah Bridge and the Bally Bridge, so that more trains of the South Eastern and Eastern Railways may go over to the eastern side direct and thus obviate the necessity of large number of commuters passing over the Howrah bridge twice on every week day. The Study Team may also examine whether Sealdah or any other station could be developed as a central station on the east bank of river Hooghly.

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The Committee feel that the formulation of development plans by the Railways on the basis of normal increase of traffic in Calcutta during the next ten years may not be adequate to meet the situation since the problem is growing into serious dimensions, and investments on a considerable scale are envisaged. The Committee would therefore urge that the Railways should make a proper assessment of their requirements of land, bridges, etc. for their expansion and re-modelling schemes in the Calcutta area on a long-term basis since the problem which is considered as difficult of solution today would become more complicated and formidable with the passage of time and ultimately defy all possibilities of solution.

The Committee would like to stress that the problem of expansion of Sealdah and of diverting more long-distance trains to the Sealdah side was being considered for some decades; but if the Railways had taken some positive decision some years ago, when the Bally Bridge was constructed and when the areas around Sealdah were not so heavily built in, the expansion scheme of

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Sealdah side would have been much easier. For a fast growing city like Calcutta, the traffic problem requires a long term solution.

The Committee are not able to appreciate the contention of the Ministry that diversion of long-distance trains to Sealdah would be inconvenient for passengers from South Eastern Railway who have to change to Eastern Railway trains at Howrah and *vice versa*. The Committee feel that with the construction of the Andul-Dankuni link, Dankuni will be in a position to provide facilities for the change over from one to the other Zonal railway through the diversion of long-distance trains to the eastern side of the Hooghly, if of course Dankuni is properly developed to cope with the increasing traffic.

In that context the Committee would like to urge upon the Railways to take up the issue of finding more lands near the Sealdah Station with the State Government who, they understand might be persuaded to remove the Sealdah Court building and some other residential buildings now situated in areas adjacent to the Sealdah Station. The Committee would also like the Railways to explore the possibility of vacating the Kathgodam areas given on lease to private timber merchants. They feel that the Government should make a serious attempt to see if the areas mentioned above, can be made available for the expansion of coaching facilities on the Sealdah side.

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The Committee suggest that the Government should plan in advance for railway communication with the Salt Lake area in Calcutta—where about 1 million people are going to be settled. They would also suggest to the Railway Board to try to obtain enough space from the State Government to develop a terminal station in the Salt Lake area.

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Regarding the Sonarpur township which is expected to have over 44,000 residential plots and which is within a few miles from Calcutta (Sealdah) the Committee feel that the present railway station at Sonarpur will be quite inadequate to meet the traffic likely to be created there and to relieve the pressure on the Sealdah station. The Committee, therefore, would like to urge that from now adequate provision for extension of the railway facilities at Sonarpur

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should be made, so that there may not be further aggravation of the difficulties in the metropolitan traffic of Calcutta.

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The Committee would like to mention that a metropolitan city of the size and complexity of Calcutta should have more than one terminal station and that if in between the main city and the main terminal station there is only, one or even two bridge connections over a river, there are bound to be consequent difficulties to the passengers. The Committee hope that the Railway Board would try to tackle this problem in collaboration with the State Government.

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The Committee note that traffic on the South Eastern Railway during the last 15 years has increased at a higher rate than the average increase over all Railways, and appreciate that the Railway has been able to tackle this growing traffic, at the same time maintaining its operating efficiency. The Committee have no doubt that this Railway will continue to gauge the future increase in traffic and provide necessary transport capacity to match the same from time to time.

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The Committee expect that the South Eastern Railway would take note of the position regarding (i) steam locomotives in excess of their requirements and (ii) detention to steam locomotives en route on account of not boxes, as pointed out by the Efficiency Bureau in their Study No. 4/1963, and would now try to adjust the number of steam locomotives according to their requirements by making an up-to-date realistic assessment. The Committee would further urge that vigorous efforts should be made to avoid undue detentions and to step up the utilisation of steam engines.

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The Committee appreciate the efforts made by the Railways to develop indigenous components of diesel engines. In view of the difficult foreign exchange position of the country, the Committee feel that the Railways may have to drastically cut down their imports and depend on indigenous resources for manufacture of essential parts which are at present being imported.

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The Committee suggest that Government should explore the feasibility of further utilising the resources available with the Small Scale industries for the manufacture of diesel spares and components.

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The Committee feel that energetic efforts should be made to improve the quality of the indigenous components and materials. The Railways should take up the question of finding more indigenous items as import substitutes as also the question of improving the quality of these products with the Ministry of Industry, the Director General, Technical Development, Development Commissioner, Small Scale Industries and the private industries. The Committee also note that there have been complaints about the quality of these indigenous products. They hope that the Railways would try to get the help of the Indian Standards Institute for setting up standards for these products.

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The Committee note that the teething troubles in diesel locomotives are being rectified with the assistance of the Service Engineers of the manufacturers. The Committee hope that the defects in both diesel and electric locomotives will be rectified expeditiously and the incidence of their failures brought down considerably.

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The Committee expect that the Railways will try to get their own engineers trained in the repair and maintenance of diesel locomotives so that dependence on the Service Engineers of foreign manufacturers could be dispensed with at the earliest.

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The Committee would suggest that special arrangements should be made by the Railways to impart specialised training to the running staff in the handling and maintenance of diesel and electric locomotives.

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The Committee note that the best performance of engines on the South Eastern Railway during the last three years, namely running 1,42,567 K.Ms. without any engine failure in 1963-64, is still below the target of 1,60,000

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		<p>K.Ms. fixed by the Railway Board. Even if with their comparatively early stage of familiarity of diesel traction the target laid down may be considered as an exacting one for the Railways, the Committee hope that the Railways would aspire to achieve the target within a short time and draw up a programme for the progressive realisation of the target.</p>
33	46	<p>In view of the fact that the South Eastern Railway has the largest narrow-gauge route amongst the Indian Railways, the Committee feel that the replacement programmes for narrow-gauge locomotives should be formulated in such a manner that the percentage of overaged stock of narrow-gauge locomotives on this Railway is not higher as compared to the over-all position of narrow-gauge locomotives on all Railways, and that such replacements, as far as possible, are linked to the prescribed life of the locomotives.</p>
34	49	<p>The Committee note that while there has been some improvement in the percentage of right time starts to trains from the Yards of the South Eastern Railway, the position is still far from satisfactory in most of the Yards. The Committee feel that vigorous efforts should be made to ensure that an appreciable improvement is effected in the matter of right time starts. They would further like to stress the necessity of quick delivery of goods and of avoiding loss of engine hours due to failure in starting of trains at right time.</p>
35	51	<p>The Committee note that there has been some improvement in the speed of goods trains on the broad-gauge sections of the South Eastern Railways, in as much as the speed for all goods trains (all traction) rose to 14.1 KMs per hour in 1964-65 and 15.3 KMs. per hour in 1965-66 (April to June) from 13.9 KMs. in 1963-64 and 13.1 KMs. in 1962-63.</p>
		<p>The Committee hope that with the completion of the extensive modernisation programmes undertaken by the South Eastern Railway, it would be possible for this Railway to provide much faster services for the transport of goods</p>

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		and thus keep pace with the ever-increasing load of goods traffic on that Railway.
36	53	The Committee would suggest that the South Eastern Railway should give proper publicity to the introduction of additional passenger trains on that Railway so as to wipe off any impression in the minds of Railway users that the interests of passenger traffic are being ignored by this Railway.
37	54	The Committee need hardly stress that the South Eastern Railway should keep a constant watch on the growth of passenger traffic on the Howrah-Kharagpur section and take necessary steps from time to time to augment the train capacity commensurate with the increase in passenger traffic, and thus ensure that the transport facilities available match the requirements.
38	55	In view of the fact that most of the existing trains between Howrah and Delhi are not only over-crowded but at any rate take about 30 to 35 hours to cover the distance, the Committee would suggest that the Railways may continue to gauge the traffic and consider the feasibility of introducing an additional train from Howrah to Delhi via Kharagpur, Adhra and Gomoh to enable the passengers coming from Orissa side to entrain at Kharagpur instead of having to travel all the way upto Howrah.
39	56	The Committee understand that the Committee on Transport Policy and Coordination has also looked into the question of rail-road co-ordination and has submitted its report. The Committee feel that some suitable machinery to ensure an effective coordination between road and rail transport is long overdue and hope that the same would be evolved by Government at an early date, if necessary on an all-India pattern, so that the rail and road transport function in a manner complementary to, and not in competition with, each other.
40	56	Pending the formation of a suitable machinery for rail-road coordination, the Committee would suggest that the South Eastern Railway

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may bring to the notice of the transport authorities/corporations concerned the desirability of running feeder bus services for important stations, including Andul, Santragachi, Adra, Bankura, Purulia, etc., in a planned manner.

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In view of the fact that the purity requirements for Benzene have necessarily to be of a very high standard, the Committee feel that it would be better if the steel plants themselves make all suitable arrangements for cleaning of tank wagons expeditiously according to their specifications. The Railways should, on their part increase the free time required by the steel plants for cleaning the wagons.

The Committee would, therefore, suggest that the matter may be discussed between the representatives of the steel plants and the South Eastern Railway with a view to arriving at a mutually agreed free time for cleaning of tank wagons from the point of view of broad national interest.

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The Committee feel that the running of scheduled trains for raw materials would be of mutual benefit to the South Eastern Railway and the steel plants in that it would mean better utilisation of wagons and regular supply of materials to the plants. They regret that a regular time schedule could not be maintained for loading and unloading in the past. The Committee hope that the system of scheduled trains would be reintroduce for all steel plants in stages.

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The Committee would like to point out that the low priority consumers of coal are usually the rural and the semi-urban common people who use it for burning bricks and for domestic consumption. The Committee would, therefore, suggest that to obviate the complaints regarding inadequate supply of wagons to low priority consumers in West Bengal/Bihar coalfields, the South Eastern Railway should maintain an effective liaison with representatives of such consumers and arrange for supply of wagons according to their requirements.

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44	73	<p>While the Committee have no doubt that the Railways would continue to endeavour to further improve the position regarding departure of coal pilots from the base depots in the Bengal/Bihar coalfields, they feel that the Railways and the collieries should have continuous and adequate coordination in the matter of placement and loading of wagons so that detention to coal pilots on collieries account are also brought down and a smooth and continuous clearance of coal is ensured.</p>
45	74	<p>The Committee note that while in most of the cases the delay in remodelling the assisted sidings is due to non-completion of the sub-grade work which is the responsibility of the colliery firms themselves and while in most cases estimate sanctions and work orders were issued by the South Eastern Railway within a month of the deposit made by the collieries, there are four cases in which such sanctions have been held up with the Railway for more than three months.</p> <p>The Committee hope that the estimate sanctions and work orders in all the cases will be issued by the Railway as far as possible within one month.</p> <p>The Committee need hardly stress that in this matter, there should be better understanding and collaboration between the South Eastern Railway and the collieries. The South Eastern Railway may therefore take up with the collieries concerned the question of early completion of the sub-grade work (including ballast) so that the Railway portion of the remodelling work could also be taken in hand soon thereafter.</p>
44	77	<p>While noting that some measures are being taken by the South Eastern Railway to ensure smooth and quick movement of perishable traffic, the Committee feel that the time taken for movement of lime traffic to Howrah (4 to 6 days), for eggs to Howrah, Tata, Durg and Raipur (3 to 7 days) and for grapes to Howrah (5 days) is rather excessive and can be considerably reduced. They would, therefore, suggest that efforts should be made to reduce the transit time in these cases.</p>

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47	79	<p>The Committee find that whereas loadings of iron ore from Banspani fell short of indents only during three months, such shortfalls in the case of manganese ore continued from month to month and only in February, 1965, the indents for wagons were met in full by the South Eastern Railway.</p> <p>In view of the fact that the handling facilities at the Visakhapatnam Port have improved and the Port is in a position to take in more wagons, the Committee would urge that no effort should be spared for speedy movement of all the manganese ore that may be offered for export. The Committee feel that its question of failure to provide adequate number of wagons for the export of manganese ore should be urgently attended to—Particularly in view of a slump in the export of manganese ore and the anxiety of the Government to boost the export.</p>
48	80	<p>The Committee note that the supply of wagons and loading of jute fell short of indents during March, May and June, 1965, in the case of Chittivalasa Mill and during February, April and May, 1965, in the case of Nellimarla Mill. The Committee also note that the position regarding wagon supply has been gradually improving after June, 1965, and that there were no outstandings at the end of September, 1965.</p> <p>The Committee hope that all the wagons indented for by the two Jute Mills would be promptly supplied hereafter.</p>
49	81	<p>The Committee suggest that careful planning should be done by the Railways while introducing Box wagons for use by different industries so as to ensure that no undue inconvenience is caused to the small industries.</p>
50	82	<p>The Committee would urge the need for completion of the work relating to provision of full basic amenities at Balpor Halt and Dugde stations on the South Eastern Railway according to schedule by March, 1966.</p>
51	82	<p>The Committee note that the minimum standards of basic amenities to be provided at Railway stations were prescribed as long back as</p>

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		<p>in 1952. In view of improvements in standards all-round, the Committee would reiterate the recommendation made in their Sixty-Fifth Report (1964-65) on North Eastern Railway that a committee may be constituted by the Railways to review the standard of minimum basic amenities to be provided at stations, particularly for third class passengers. Pending such a review, the Railways should not remain content with providing the minimum basic amenities as prescribed in 1952 which may not be considered adequate according to present standards.</p>
52	84	<p>The Committee are not happy about the continuous shortfalls in the utilisation of funds allotted for provision of passenger amenities on the South Eastern Railway. In this context they would also draw attention to the decision to raise the annual provision for the users' amenities on the Indian Railways from Rs. 3 crores to Rs. 4 crores on the recommendation of the Railway Convention Committee. In order to ensure that this increased allocation for passenger amenities renders real benefits to the railway users, it is imperative that the Railway Board should stress on all the Zonal Railways the desirability of utilising in full the funds allotted to each for this purpose.</p>
53	85	<p>The Committee suggest that along with the improvement and provision of additional accommodation in the waiting rooms at Kharagpur, the South Eastern Railway may also look into the question of making necessary improvements in the condition of furniture and fittings in the retiring rooms there.</p>
54	86	<p>The Committee suggest that the Railways should seek the help of the State Governments concerned in getting the necessary supplies of power so that as large a number of stations on the South Eastern Railway as possible are electrified during the Fourth Plan period. Meanwhile, the Committee hope that the Railways would see to it that proper lighting arrangements are made at all stations not yet electrified.</p>
55	87	<p>Since the provision of separate storage arrangements for inflammable materials is one of the</p>

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		essential precautions against fire, the Committee would urge that such arrangements should be made at the Shalimar Goods Terminal as early as possible.
56	88	The Committee hope that all the formalities in connection with the finalisation of the proposal to construct a double-storeyed building at the Shalimar Goods Terminal will be completed expeditiously and the construction work will soon be taken in hand in order to remove the congestion in the Canteen, the Enquiry Office and the corridors in front of the Delivery Office, and to improve the amenities provided for the users.
57	89	The Committee are surprised to learn that an important Zonal Railway like the South Eastern Railway serving a metropolitan city has hardly any booking office within the city of Calcutta under its exclusive control and management except at Esplanade, where facilities are admittedly inadequate due to lack of accommodation. The Committee have reason to believe that intending passengers of Calcutta, particularly the long distance Third class passengers requiring sleeping reservations, have to face considerable difficulties in getting their reservations. The Committee feel that the facilities available even at Russa Road and Kidderpore City Booking Offices of the Eastern Railway in this regard are quite inadequate to meet the needs of residents of north, east and central Calcutta. The Committee hope that more city booking offices preferably under the direct control of the South Eastern Railway, or at least conjointly with the Eastern Railway, should be opened to provide facilities for reservation of berths particularly for the Third class sleeper berths.
58	89	The Committee would suggest that the Railways may consider the question of revising the quotas allotted to the City Booking Offices in Calcutta and of providing reservation facilities for more trains at these Booking Offices.
59	90	While the Committee appreciate that there has been some improvement in the average time taken for settlement of claims on the South Eastern Railway, they note that the figure of 52

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days for 1964-65 is still much higher than the corresponding average figures of 31.3 days for all Indian Railways.

The Committee are also not convinced with the reasons advanced for the continuous fall in the number of claims cases disposed of from year to year during the last three years. The Committee feel that there is need for a special drive on the part of the South Eastern Railway to achieve the objective of expeditious disposal and clearance of a greater number of claims cases.

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The Committee would suggest that the representatives of the Tata Iron and Steel Plant and the South Eastern Railway should discuss the question of settlement of claims cases stated to be pending with the Railway for periods varying from one to five years, at one of their co-ordination meetings so that the correct position is ascertained and suitable remedial measures are taken.

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The Committee feel that the position regarding submission of missing goods slips at Howrah is still far from satisfactory and would urge that effective measures should be taken by the Railways to ensure that the missing goods slips are expeditiously passed on to the South Eastern Railway by the station authorities at Howrah.

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Conceding the fact that the increase in traffic does have its effect on the number of claims arising in respect of particular commodities, the Committee feel that the increase in claims should not be disproportionately high as compared to the increase in traffic. In this context, they find that the number of tonnes carried and the earnings derived from "Fruits and Vegetables, fresh" by the South Eastern Railway have actually been going down during the last three years, inasmuch as the tonnes carried fell down from 1.5 lakhs in 1962-63 to 0.7 lakh in 1963-64 and 0.7 lakhs in 1964-65, and the system earnings dropped from Rs. 38.8 lakhs in 1962-63 to Rs. 17.1 lakhs in 1963-64 and Rs. 15.1 lakhs in 1964-65.

Since the perishable traffic booked from other Railways for stations on the South Eastern

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		<p>Railway may also affect the quantum of compensation claims arising on the South Eastern Railway, the Committee feel that there is need for a further probe by the Railways into this increase in compensation claims for perishables.</p>
		<p>If, in the light of such a study, the increase in claims is found to be disproportionately high as compared to the increase in traffic, special measures should be taken by the South Eastern Railway to arrest the increase in compensation claims for perishables.</p>
63	98	<p>The Committee note that as a result of various preventive measures, the South Eastern Railway have been able to effect a reduction in the amount of claims compensation paid from year to year. They would suggest that since the Railways' responsibility has greatly increased from January 1962 on the assumption of common carrier liability, the working of the claims prevention organisation on the South Eastern Railway should be further streamlined and the railway staff properly educated through posters, pamphlets and circulars on the various implications of the assumption of this liability by the Indian Railways.</p>
64	100	<p>The Committee are not happy over the South Eastern Railway losing a high percentage of claims cases in the Courts.</p> <p>It has been stated by the Ministry that in a good number of cases decided against the Railway, claims were decreed for reduced amounts. Thus, during 1963-64 and 1964-65, 1248 and 1117 suits respectively were decreed for reduced amounts, yielding a net saving of Rs. 2,39,278 and Rs. 3,44,739, respectively.</p> <p>Since there could have been an element of inflation in the amount of compensation claimed by the parties, the Committee are doubtful whether the above figures of savings could be construed as real savings to the Railway and whether in the circumstances more serious attempts should not have been made to explore the possibility of settlement through negotiation which would also have obviated the botheration and consequent expenses of litigation.</p>

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65.	101	<p>The Committee are surprised that the South Eastern Railway do not maintain statistics of the cases in which the decisions already given by the Railway are reversed by the courts. They would suggest that a specific record be kept of the cases in which the parties go to the courts against the decisions already given by the Railways, the number of such cases disposed of by the courts and the number decided against the Railways, so that the judiciousness of the decisions of the Railways and the effectiveness and seriousness of the measures to defend those cases could be adjudged readily and remedial measures taken where necessary.</p>
66	102	<p>The Committee would suggest that the South Eastern Railway may consider the feasibility of locating a branch office of the Divisional Superintendent somewhere at Calcutta or Howrah to obviate the difficulties of the users residing near Calcutta.</p>
67	103	<p>The Committee would suggest that immediate steps should be taken in consultation with the Eastern Railway for getting adequate floor space earmarked in the new building that is being constructed at Calcutta, to locate the Public Relations Organisation and other offices of the South Eastern Railway. Should that not be possible, necessary action should be taken to have a separate building for the South Eastern Railway in any other suitable locality within the city. Pending availability of suitable accommodation in the commercial area for the whole Public Relations Organisation of the South Eastern Railway, arrangements may be made to locate at least one officer of this organisation in the existing Public Relations office of the Eastern Railway in the Esplanade Mansion or in any other rented accommodation in central Calcutta.</p>
68	103	<p>The Committee feel that since the Howrah Station caters to both the Eastern and South Eastern Railways, it would be useful from the public relations point of view if the Divisional Railway Users' Consultative Committees of the two Railways in the area could convene at least one joint sitting in a year to discuss common problems.</p>

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69	105	<p>The Committee understand that representations have been made to the South Eastern Railway that there should be no abrupt changes in the historic past practices regarding calculation of demurrage charges and that in the meantime payment of the demurrage charges at revised rates has been withheld by one of the steel plants and some other steel plants have been paying at the increased rate under protest and have raised objections to the abrupt changes. The matter is awaiting discussion between the Railways and the steel plants.</p> <p>Considering the fact that steel plants constitute one of the principal users of the Railway and that steel as a basic material for many end-products should not be burdened with any undue charges leading to higher cost of production, the Committee would appreciate if the Railway Administration convene a conference of the representatives of the steel plants with a view to settle the outstanding points of difference.</p>
70	108	<p>The Committee feel that notwithstanding the initial cost involved in the pilot scheme of posting one T.T.E. for each bogie it may be worthwhile to extend the scheme to those sections which may be notorious for ticketless travel as such a system may have an over-all deterrent effect on ticketless travelling which has, apart from financial implication, a social and moral significance.</p>
71	108	<p>The Committee would stress the need for organising special checks at least once in every five years to gauge the extent of ticketless travelling on Indian Railways.</p>
72	111	<p>While the Committee do realise that the aim of departmental catering is not to earn profit or revenue, they nevertheless feel that the Railways should not incur heavy losses on catering. The Committee would emphasise that the South Eastern Railway should not every time resort to the easy way of making up the losses by increasing the rates but should make concerted efforts, such as purchase of foodstuffs in bulk, tightening up of schedules of ingredients, and economy in fuel, staff etc. to bring down the losses and so</p>

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		manage things that the service is not run at a loss. The Committee also feel that the South Eastern Railway should endeavour to provide not only an economical but also a quick and courteous service to the travelling public.
73	112	The Committee would suggest that the South Eastern Railway administration should ensure that the instructions regarding use of badges by the catering bearers are strictly enforced.
74	112	The Committee would suggest that cooks and bearers of contract caterers on the South Eastern Railway may be allowed to avail of the training facilities at Kharagpur and Santragachai, and also to participate in the courtesy weeks held for the catering staff.
75	114	The Committee note that while the capacity for periodical overhaul of steam locomotives on the South Eastern Railway will be sufficient to meet the requirements at the end of the Third and Fourth Plans, the capacity has fallen short of requirements in 1965-66, i.e. at the end of the Third Plan, in respect of diesel locomotives at Kharagpur, coaches at Nagpur and in respect of wagons in both the Workshops. The Committee hope the Ministry is seized of the problem and will take adequate steps in the matter.
76	116	The Committee would suggest that the Railways may consider the possibility of greater assistance from workshops of other Zonal Railways being made available to the South Eastern Railway for periodical overhaul of their wagons so that the number of wagons overdue for POH repairs is considerably brought down, if not totally wiped off, and the available spare capacity in the Railway Workshops in different Zones is also utilised to the fullest extent possible.
77	116	In regard to the South Eastern Railway's plans for increasing the capacity of the workshops during the Fourth Plan period, the Committee suggest that a careful outline of the works required to be provided may be drawn up and advance action initiated thereon so that the new schemes included in the Fourth Plan can be taken up for implementation without avoidable delay.

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		<p>Considering the volume of traffic likely to be generated with the expansion of the existing, and opening of new, steel plants, development of new mines and progressive industrialisation of rural and urban areas, the Committee have no doubt that the Railway would assess their requirements covering the Fifth and Sixth Plan periods also.</p>
78	118	<p>The Committee appreciate that the South Eastern Railway Administration is seized with the general problem of high average cost of POH repairs of locomotives at Kharagpur <i>vis-a-vis</i> workshops in other Zonal Railways, and are conducting a detailed study relating thereto. Since this detailed study is likely to take considerable time to be completed, the Committee suggest that pending availability of the results of this study, the South Eastern Railway may take all possible measures to keep down the average cost of periodical overhaul of steam locomotives (B.G.) at Kharagpur which has been increasing from year to year since 1960-61.</p>
79	119	<p>The Committee feel deeply concerned over the continuous drop in the compliance performance in respect of materials, both purchase items and workshop manufacturing items, supplied to workshops of the South Eastern Railway during the last three years.</p>
		<p>The Committee would stress that every effort should be made to feed the workshops in time with essential stores so that production is not hampered. In view of the present difficulties in obtaining imported items on account of foreign exchange shortage, the Committee would suggest that the Ministry of Railways should have a close liaison with the Directorate General Technical Development and Ministry of Industry as also with private industries so as to locate indigenous sources of supply of substitutes therefor to the extent possible. The Committee hope that the Railway Board will formulate a list of such materials in advance and try, in collaboration with the authorities mentioned above, to foster local production.</p>
80	120	<p>The Committee would suggest that the Railways may maintain close liaison with the Hindu-</p>

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		stan Steel Plants so as to ensure that capacity for production of railway equipment in these steel plants is fully utilised.
81	121	The Committee are glad to note that within a short period of four years the incentive scheme in the Kharagpur Workshops of South Eastern Railway has resulted in savings of average man-hours taken for periodical overhaul per standard unit to the extent of 16.45% in the case of steam locomotives, 44.6% in the case of carriages and 38.3% in the case of wagons. After allowing for the bonus payments to the men and the extra expenditure incurred to deal with the incentive scheme, the savings in man-hours would represent a saving of about Rs. 3 to 3½ lakhs per month. The Committee however hope that saving in man-hours per steam locomotive repairs will gradually be raised to the standard in the case of carriages and wagons.
82	121	The Committee have no doubt that the South Eastern Railway would take necessary measures to ensure that the programme of extending the incentive scheme to workshops other than Kharagpur will be carried out according to schedule.
83	122	An apprehension was expressed to the Study Group of the Estimates Committee which visited Kharagpur in June, 1965 that the amount of stipend paid to the non-Act trade apprentices in the Kharagpur Workshops might be brought down to the level of the trade apprentices under the Apprentices Act, 1961. While the Committee are happy to note that the apprentice system in the South Eastern as in other Railway Workshops has so long been working quite satisfactorily and the training given to the apprentices is also of a high order, they feel that for efficient working of the Railway engineering service, the quality of training in the Workshops should be maintained and the amount of stipend should be such as would attract better types of young men and not discourage them to come as apprentice trainees to Railway Workshops. The Committee hope that the Railway Board will reconsider the question of reducing the stipend to the new entrants after 29th August, 1963, and will see if, within the provisions of the Apprentices Act, 1961, any higher rate of stipend—if not the old rate—can be given to the trade apprentices.

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84	123	<p>The Committee learn that the South Eastern and other Zonal Railways have got U.S.A. disposal machines and several such machines are lying unutilised and even unpacked in some cases. They would suggest that a comprehensive survey and inventory of all these machines lying in various Zonal Railways should be made at an early date. The Committee hope that after the compilation of the inventory, it would be circulated to all concerned departments and units so that these machines may be put to use, if necessary by cannibalisation and the remaining may then be disposed of as scrap. The Committee have noticed that in some places, such machines, some of them unpacked, have been occupying godown space which is already very limited. The Committee feel that steps should have been taken some years ago to have the godown space released.</p>
85	126	<p>The Committee note that in the first year of the Third Plan, the utilisation of funds for construction of staff quarters on the South Eastern Railway was far below the allotment, i.e. Rs. 43 lakhs out of Rs. 158 lakhs, and that in the second year also the utilisation was somewhat lower than the allotment. The Committee, however, find that this shortfall has been, to a great extent, made up in the last three years of the Third Plan period, but still leaving an unspent amount of Rs. 125 lakhs for the Plan period as a whole. The Committee feel that in the matter of provision of residential quarters to their staff, there is need for better planning and more energetic efforts on the part of the South Eastern Railway as this, apart from providing an amenity to the staff, has almost a direct bearing on their efficiency. The Committee hope that the tempo of construction of quarters will be stepped up during the Fourth Plan period and the funds allotted for the purpose will not remain unutilised.</p>
86	128	<p>While appreciating the special efforts made by the South Eastern Railway to step up the recruitment of Scheduled Tribes Candidates, the Committee note that there are still a number of vacancies in the posts reserved for such candidates. They would suggest that the selection of candidates from the panels furnished by the Railway Service Commission may be ex-</p>

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peditionously finalised by the Railway so that the heavy shortfalls in the recruitment of Scheduled Tribes candidates are considerably reduced at an early date.

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The Committee are constrained to note that the shortfalls in refresher training to the staff of the South Eastern Railway were as high as 77% in the case of Deputy Chief Controllers/Controllers, 40% in the case of drivers and 38% in the case of firemen. The Committee in this connection, would like to invite the attention of Government to the finding of the Railway Accidents Committee (1962) that out of the drivers held responsible for causing accidents during the last five years, 55 per cent were such as had not attended any refresher course within five years prior to the date of accident.

The Committee attach great importance to refresher training being imparted to drivers and technical traffic staff on the grounds of efficiency and safety, and they would urge that energetic steps should be taken by the South Eastern Railway to clear the backlog as quickly as possible and eliminate all such factors as come in the way of the operating staff availing themselves of the refresher training on the due dates. The Committee hope that the South Eastern Railway realise the importance of the refresher course which they have initiated at some cost, and will take proper steps to see that the course is being properly utilised.

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The Committee are glad to note that the Railways have taken prompt action on the lines suggested by the Committee in their earlier reports for expediting disposal of cases relating to settlement of pension, provident fund and gratuity dues of their employees and that there are no cases pending for more than two years on the South Eastern Railway. The Committee hope that vigorous efforts will continue to be made by the Railway for expeditious disposal of such cases so that each retiring employee gets his dues settled within six months of retirement.

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89	134	<p>Although constituting only 10·5% of the total route kilometrage of the Indian Government Railways, the South Eastern Railway accounts for about 17·8% of the total contribution of all the Zonal Railways towards the dividend paid by the Indian Railways to the General Revenues. This Railway has also been able to achieve the best operating ratio amongst all the Zonal Railways, the figures for the year 1962-63 and 1963-64 being 62·74 and 62·65 respectively. During the decade immediately following the reformation of this Railway as a separate zone, there has been a colossal increase in the work-load of this Railway on account of the rapid industrialisation and development of this region. The Committee are glad to note that by and large the South Eastern Railway has been able to handle the work efficiently and economically.</p>
90	134	<p>The Committee note that the South Eastern Railway has embarked on a number of modernization programmes and expansion schemes with a view to meet the growing transport needs of the region it serves. The switch-over from steam to diesel and electric traction, doubling of lines, introduction of modern electronic signalling devices and remodelling of yards and stations are going apace. It is gratifying to note that all these jobs are being carried out without any dislocation of traffic and interference with normal work. The Committee hope that in the years to come the South Eastern Railway, by careful and thoughtful planning and by adoption of the latest techniques in the railway transport system, will not only maintain its present level of efficiency but also render better and speedier service to the public.</p>
91	134	<p>The Committee feel that due to historical reasons and its late acquisition by the Government, the South Eastern Railway has been handicapped in matters like its own terminal facilities, workshop facilities, city-booking facilities, printing press etc., but for which its performance would have been better still. Handicaps of this nature have their effect on the users and the staff, and should therefore be removed.</p>

APPENDIX X

Analysis of recommendations in the Report

I. Classification of Recommendations:

A. Recommendations for improving the Organisation and Working:

S. Nos. 1, 2, 6, 11, 12, 13, 14, 15, 20, 21, 24, 28, 29, 30, 31, 32, 33, 34, 35, 37, 39, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 61, 66, 67, 68, 73, 74, 75, 76, 77, 79, 85, 87, 88, 90, 91.

B. Recommendations for effecting economy:

S. Nos. 3, 4, 7, 26, 62, 63, 64, 65, 70, 72, 78, 81, 82, 84.

C. Miscellaneous Recommendations:

S. Nos. 5, 8, 9, 10, 16, 17, 18, 19, 22, 23, 25, 27, 36, 38, 40, 60, 69, 71, 80, 83, 86, 89.

II. Analysis of more important recommendations directed towards economy:

S. No. as per
Summary of Re-
commendations

Particulars

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Sustained efforts should continue to be made by the South Eastern Railway to increase its traffic receipts and also to control the expenditure in order to arrest the rise in operating ratio since 1964.65.

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Since the narrow gauge railways are always likely to be losing concerns, a phased programme should be drawn up for extension of broad gauge lines to the areas at present served by narrow

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gauge railways except in areas where for physical and geographical reasons broad-gauging may not be possible.

- 7 There is need for termination of the existing agreement with the Bankura Damodar Railway Company which results in a continuous drain on the public exchequer. Government should take immediate steps to avail of the earliest opportunity to purchase the Bankura Damodar River Railway.
- 20-21 The formulation of railway development plans on the basis of normal increase of traffic in Calcutta during the next ten years may not be adequate because of the ever expanding industrial and other activities of the area and the plan of satellite townships like the Salt Lake area. The Railways should, therefore, make a proper assessment of their requirements of land, bridges, etc. for their expansion and remodelling schemes in the Calcutta area on a long term basis since the problem which is considered as difficult of solution to-day would become more complicated and formidable with the passage of time and ultimately defy all possibilities of solution.
- 26 The South Eastern Railway should adjust the number of their steam locomotives according to their requirements by making an up-to-date realistic assessment and also make vigorous efforts to avoid undue detentions and to step up the utilisation of steam engines.
- 62 The South Eastern Railway should conduct a special study of the comparative increase in compensation claims for perishables vis-a-vis the increase in perishable traffic and take special measures to arrest the increase in compensation claims for perishables.
- 65 Railways should keep a specific record of the claims cases in which parties go to the courts against the decisions already given by the Railways and the number of such cases decided against the Railways, so that the judiciousness of the decisions of the Railways and the effectiveness and seriousness of the measures to defend those cases could be adjudged readily and remedial measures taken where necessary.

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The South Eastern Railway should make concerted efforts, such as purchase of foodstuffs in bulk, tightening up of schedules of ingredients, and economy in fuel, staff etc. to bring down the losses on the working of departmental catering, and so manage things that the service is not run at a loss.

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Pending availability of the results of the special study being conducted in respect of high average cost of periodical overhaul of locomotives at Kharagpur, the South Eastern Railway should take all possible measures to keep down the average cost of periodical overhaul of steam locomotives (B.G.) at Kharagpur which has been increasing from year to year since 1960-61.

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An inventory of the U.S.A. disposal machines lying with various Zonal Railways should be prepared so that these machines may be put to use, if necessary by cannibalisation, and the godown space occupied by such machines is also released.

