

# **ESTIMATES COMMITTEE 1957-58**

## **SIXTH REPORT (SECOND LOK SABHA)**

**ACTION TAKEN BY GOVERNMENT ON THE RE-  
COMMENDATIONS CONTAINED IN THE  
SEVENTEENTH REPORT OF THE ESTIMATES  
COMMITTEE OF THE FIRST LOK SABHA  
ON THE MINISTRY OF RAILWAYS OPERATION  
ON INDIAN RAILWAYS.**



**LOK SABHA SECRETARIAT  
NEW DELHI  
March, 1958**

## CORRIGENDA

Sixth Report of the Estimates Committee  
on action taken by the Government on the  
recommendations contained in the Seventeenth  
Report on the Ministry of Railways - Operation  
on Indian Railways.

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- Page 1, Para 2, line 5, read 'through' for  
'thorough'.
- Page 5, Column 4, line 23, read 'pig' for  
'big'.
- Page 21, Column 2, read '76' for '78'.
- Page 26, Column 4, line 9, read '28.7' for '28 7'.
- Page 30, Column 3, line 3, read 'examination for  
'Exmination'.
- Page 31, Column 4, read 'progress in' for 'progr'
- Page 34, Column 3, lines 11&12, Put the words 'Further  
information called for by the Committee' in small  
brackets.
- Page 40, Column 3, line 15, read 'Berauni  
for 'Baruni'.
- Page 43, Column 4, 3rd line from bottom,  
read No. 56-B(c)6000/Recommendation  
(17)' for 55-B(c)6000/Recommendation  
(17)'.
- Page 47, Column 4, line 13, read 'a' for 'as'
- Page 66, Column 4, line 4 from bottom, read  
'throughput' for 'throughout'.
- Page 67, Footnote at the end of the page,  
read 'VI' for 'III'.
- Page 74 Column 3, last line read '7-1-1958'  
for '7-11-1958'.
- Page 87, Column 5, first line read '4' for '5'
- Page 88, Column 3, last line, read '26-9-1957'  
for '29-9-1957'
- Page 92, Serial No. 12, read 'Sabarmati' for  
'Sabormati'.
- Page 94, Column 2, penultimate line, read  
'Bhavnagar-Okha' for 'Bhavnagar'
- Page 95, Column 4, line 8, read '18 30'  
for '10 30'.
- Page 99, under subheading '1939-Overall journey  
time', item 2, read '26 08' for  
'20 08'

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## MEMBERS OF THE ESTIMATES COMMITTEE, 1957-58

1. Shri Balvantray Gopaljee Mehta, *Chairman*.
2. Shri S. A. Dange
3. Shri Jogendra Singh
4. Shri Mahavir Tyagi
5. Shri Satyendra Narayan Sinha
6. Shri Radha Charan Sharma
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16. Shri Ahmed Mohiuddin
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19. Shri Raghubir Sahai
20. Pandit Dwarka Nath Tiwary
21. Shri Govind Malaviya
22. Shri R. L. Jangde
23. Shri N. C. Kasliwal
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26. Shri A. E. T. Barrow
27. Shri V. P. Nayar
28. Shri R. K. Khadilkar
29. Shri B. K. Gaikwad
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### SECRETARIAT

Shri S. L. Shakhder—*Joint Secretary*.

Shri H. N. Trivedi—*Deputy Secretary*.

Shri R. P. Kaushik—*Under Secretary*.

## INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee, present this Sixth Report of the Estimates Committee of the Second Lok Sabha on action taken by Government on the recommendations contained in the Seventeenth Report of the Estimates Committee of the First Lok Sabha.

2. The Seventeenth Report of the Estimates Committee of the First Lok Sabha was presented to the House on the 23rd December, 1955. The Government furnished their replies indicating action taken on the recommendations/conclusions in this Report between 26th July, 1956 and 22nd November, 1957. The Ministry was requested to furnish clarification on certain points arising out of their replies. The replies (including replies to points of further clarification) were examined by the Sub-Committee of the Estimates Committee on the 3rd December, 1957 and the 3rd March, 1958. This report includes the replies of the Ministry to the original recommendations of the Committee, as well as the replies to the points for clarification.

3. The Report has been divided into four chapters:

I. Report.

II. Recommendations that have been accepted by the Government.

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

IV. Replies of the Government that have not been finally accepted by the Committee and are being pursued.

4. An analysis of the action taken by the Government on the recommendations contained in the Seventeenth Report is given at Appendix X.

BALVANTRAY G. MEHTA,

*Chairman,*

*Estimates Committee.*

NEW DELHI;  
*The 28th March, 1958.*

## CHAPTER I

### REPORT

In para 12 of their 17th Report, the Committee had suggested that a systematic review of the overall speeds of mail trains should be undertaken and incorporated in schemes in the Second Five Year Plan with a view to ensure that the overall speeds of mail trains did not remain below 35 m.p.h. in case of Broad Gauge trains and not below 30 m.p.h. in case of Metre Gauge trains and added that the targets could be easily achieved without exceeding the maximum permissible speed of 60 m.p.h. for the Broad Gauge track and 45 m.p.h. for the Metre Gauge track. *The Committee, while appreciating the reply of the Ministry, feel that the Ministry of Railways should undertake a systematic review of the journey-time of each mail train and indicate whether its overall speed conforms to the above target or not. In cases where the overall speed is below the specified target the Ministry should also indicate what steps are being taken to improve the overall speeds and by what time the targets are expected to be achieved.*

2. In para 28(i) of the 17th Report, the Committee had referred to the proposal of the Railway Board regarding the running of the Janata Express Trains then under consideration and had recommended that the same should be implemented as soon as possible. They had also recommended that the question of introducing a thorough Janata Express between Bombay and Saurashtra (with suitable prompt connection at the break-of-gauge points) and between Bombay and Howrah be examined. In regard to the running of the Janata Express trains between Bombay and Saurashtra with suitable metre gauge connections the Ministry have stated that number 303 Down (Saurashtra Mail) 307 Down (Saurashtra Express) and 347 Down (Viramgam Passenger) passenger trains run from Bombay Central to Viramgam and maintain connection at Viramgam with the metre gauge trains and that a recent census has revealed that there is no traffic justification for running an additional train between Bombay and Saurashtra. *The Committee, may however, mention that there is already one Janata Express running between Bombay Central and Ahmedabad. If this train is extended to Viramgam with suitable connection with the Metre Gauge train at Viramgam, it would be a great relief to the public of that area. The Committee therefore, suggest that the Railway Ministry may examine the feasibility of this proposal.*

3. In paras 79-80 of the 17th Report, the Committee had recommended that the Railway Ministry should immediately investigate the reasons for low mileage obtained from the engines both on B.G. and M.G. and take prompt measures to improve the mileage. The Ministry have stated in reply that due to various reasons, the maximum possible usage of the engines would not be possible, nevertheless, the matter was under constant review. The Committee realize the difficulties in the way of maximum utilization referred to above, but in view of the constant review mentioned it was expected that at least there would not be any deterioration. From the Annual Report 1956-57, it appears that there has been a slight deterioration in engine performance, both on B.G. and M.G. *The Committee would like to stress here the necessity*

*of getting better engine mileage, if necessary, by resorting to greater degree of pooling of engines.*

4. In para 126 of the 17th Report, the Committee suggested that there was considerable scope for formation of block loads for long destination especially in the case of coal traffic. The Ministry have replied that this could be done only after the Railways take over actual coal allocation. *The Committee feel that the question of formation of block loads for long destinations need not necessarily be tied up with the question as to who makes the allocation. They are of the opinion that there should be greater co-ordination between the Ministries concerned, with a view to achieve the objective of maximum block loads for long destinations, so that best use is made of the available rolling stock.*

*The Committee in this connection reiterate their recommendation made in para 118 of the 17th Report in reply to which the Ministry have stated that the matter is being pursued with the Ministry concerned at ministerial level.*

## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY THE GOVERNMENT

S. No. Reference (as in to para No. the of the Report. Appendix I to the 17th Report.)	Summary of Recommendations/ conclusions.	Government's Reply.
1	2	3
1	5	4
	The Committee suggest that as far as possible the running of mixed trains should be avoided.	The Committee's suggestion is already being implemented subject to traffic requirements and availability of power, vehicles etc.  [Ministry of Railways O. M. No. 56-B(C) 6000/ Recommendations (17) dated 27-9-1956.]
2	6	
	The Committee recommend that early steps should be taken by the Railway Ministry to wipe off the arrears of re-placement of rails and sleepers.	The arrears of Track Renewals can only be wiped off with adequate funds and material.
		2. Owing to the reduction in the Railways' Second Five Year Plan from Rs. 1480 to Rs. 1125 Crores, the allocation for Track Renewals has had to be reduced from Rs. 125 Crores to Rs. 100 Crores.



3. The steel for Permanent Way will have to be largely imported and therefore the actual Track Renewals will not only depend on the monetary limit but also on the actual procurement from abroad and shipping to India. Therefore it has been possible to include only 1,600 miles of Track Renewals every year. Realisation even of this target will depend upon the receipt of Permanent Way Materials within the monetary limit.

4. Within the availability of funds and materials for Track Renewal, removal of speed restriction is done according to the needs of safety, nature of speed restriction and relative importance of lines under speed restriction amongst themselves and in comparison with those that are not actually under speed restriction but where speed restriction may become necessary.

[Ministry of Railways O.M. No. 56-B(C)-6000/  
Recommendations (17) dated 28-11-1956].

*(Further information called for by the Committee)*

In view of the purchases of steel etc. effected by the Railway Mission abroad and in view of the rehabilitation loan from the World Bank, what is the latest position

The target of rail and sleeper renewals provided for in the plan is 8,000 miles only. There can be no question of this target being increased as a result of the World Bank Loan. In fact, the cost

regarding wiping off of the arrears of replacement of rail and sleepers?

• (L.S.S. O.M. No. 95-EC. 11/56 dated 26-9-57).

of renewing 8,000 miles of rails and sleepers will be now much more than originally estimated and until the Planning Commission agree to increase the allocation of funds under this head we cannot exceed the limit. The assignment of the Steel Purchase Mission was to place orders for permanent-way materials required upto the middle of 1958-59 on the basis of the original target of 8,000 miles during the whole Plan period.

Due to poor receipts of permanent-way materials and increased high priority demands for line capacity works, it has been possible only to relay about 867 miles of rails and 1143 miles of sleepers during 1956-57, the first year of the Plan period. In addition, about 18.5 lakhs new sleepers equivalent to about 850 miles have also been put in the track replacing the bad sleepers under spot /casual renewals.

It is rather early to make a forecast of the actual track renewals for 1957-58 and 1958-59 much less about the last two years of the Plan period as the quantum of indigenous production of big iron and steel during these years and the condition of world market are uncertain.

10,000 miles of rail and sleeper renewal will not be done during the Second Plan period. There is no provision of money or materials for the same.

[Ministry of Railways O.M. (No. 56-B(C) 6000/  
Recommendation. 1 (17) dated 2-12-1957].

The overall speed of the Mail train between Madras Central and Bombay V.T. and *vice versa* is very low for a mail train and is lower than the speed of some of the mail trains on the Metre Gauge sections.

The Mail trains running between Madras Central and Bombay V.T. leave Madras and Bombay in the evening. The express trains between Madras and Bombay leave during the day. If the Mail trains are speeded up, arrival at Bombay will be some time in the early hours of the morning, which will be very awkward and inconvenient for the public. In order to avoid this, the departure time will have to be put back from Madras and Bombay, in which case the trains will have to start at about midnight which will also be inconvenient to the public. Apart from these considerations, it is not feasible at present to increase the speeds of these trains due to factors indicated below :—

- (i) On the Sholapur Division of the Central Railway, these trains are hauled by 'D' type locomotives due to the aged condition of the track. The speed is restricted to 45 miles per hour for a distance of 74 miles.
- (ii) On the Southern Railway No. 10 Madras—Bombay Mail is hauled by XB class of engines throughout upto Raichur, while No. 9 Bombay—Madras Mail is hauled by XB class of engines from Raichur to Arkonam

and by HPS class of engines from Arkonam. to Madras The maximum permissible sectional speed on the Madras—Raichur Section is 55 miles per hour which is further restricted to 45 miles per hour in the case of XB type of engines.

- (iii) Large number of permanent speed restrictions on the North West line of the Southern Railway consequent on several stations being signalled upto Standard I only or points and crossings being in contraflexure etc.
- (iv) About 87 minutes have been provided for temporary speed restrictions in respect of No. 10 Mail and 99 minutes in respect of No. 9 Mail on the Southern Railway.
- (v) Two ghat sections between Renigunta and Settigunta and Nandalur and Cuddapah on the Southern Railway.

It will be feasible to increase the speed of these trains and thus substantially reduce the overall journey time when the track on the section is strengthened to permit of the use of W.P. engines at a higher sectional speed. This is however expected to take some time to materialise.

3. In spite of limiting factors referred to above, the Madras—Bombay Mail trains have been

accelerated from 1-11-56, as will be seen from the following :—

No-10 Mail.		No. 9 Mail.	
At Present	Prior to 1-4-56.	Prior to 1-4-56	At Present
6.15	6.30	A Bombay D	21.50 22.00
13.00	13.00	D Raichur A	14.25 14.30
12.30	12.30	A „ D	14.55 14.55
21.30	20.45	D. Madras A—	6.20 5.55
32.45	33.45		32.30 31.55

The overall journey time of No. 9 Mail has been reduced from 1-4-56 by 35 minutes and that of No-10 Mail by 60 minutes.

(Ministry of Railways O.M. No. 56-B (C) 6000/  
Recommendations (17) dated 1-11-1956).

5 11

The Committee desire that early steps should be taken to make all stations on the route of the Grand Trunk Express fully interlocked.

Interlocking of all the non-interlocked stations on the route of the Grand Trunk Express has been included in the Second Five Year Plan and the work at some of the stations is already in progress.

[Ministry of Railways O.M. No. 56-B(C)/6000 Recommendation (17) dated 17-6-1957].

8 16

The Committee feel that there is an urgent need for a systematic review being taken by each Railway Administration of the speeds of passenger trains on branch lines, so that suitable steps may be taken to attain the booked speed of 30 M.P.H. for M.G. and 35 M.P.H. for B.G. passenger trains running over a distance of 50 miles by the end of the Second Five Year Plan.

The Railway Administrations have been instructed accordingly.

[Ministry of Railways O.M. No. 56-B(C)/6000 Recommendations (17) dated 1-11-1956]

*Further information called for by the Committee*

Please indicate the position as on 1-4-57 on each Railway as a result of instructions issued

(L.S.S. O.M. No. 95-EC.II/56 dated 26-9-57)

The targets of booked speed fixed by the Estimates Committee for B.G. and M.G. passenger trains running on the branch lines over a distance of 50 miles have already been achieved on the Eastern and Central Railways. On the Central Railway M.G., the only branch line extending over a length of 50 miles is Mudkhed-Adilabad. On this section, only one mixed train runs each way with a booked speed of 27 miles per hour which is comparable to the targets fixed by the Estimates Committee. On the other Railways, the condition of track, bridges and the standards of signalling and interlocking does not permit the running of trains at a higher booked speed. Works for the strengthening of the track and bridges and for improving the standards of signalling and interlocking

are programmed on a long term basis. Some of these are expected to be completed by the end of the Second Five Year Plan, consistent with the availability of funds and materials. As and when a section has been strengthened, Railways take step to implement the recommendation of the Estimates Committee. In this connection, it is pointed out that the Estimates Committee themselves have recommended that the targets fixed should be attained by the end of the Second Five Year Plan. This will be kept in view by the Railway Administration.

[Ministry of Railways O.M. No. 56-B(C)/6000/ Recommendation (17) dated 22-11-1957].

9 20 There is an imperative need for building up more coaching stock on Indian Railways. In the meantime the coaching stock that is already available should be used to the maximum extent by tightening the rake arrangements wherever feasible and by reducing the number of coaches under or awaiting repairs.

As regards building more coaches railways have been asked to work upto the full capacity of their own work shops and also to explore the possibility of finding additional capacity with outside contractors to build 500 Broadgauge coaches per year during the Second Five Year Plan.

Railways have also been addressed to use the coaching stock available with them to the maximum extent by :

- (a) tightening up the rake arrangements wherever feasible, and
- (b) reducing the number of coaches under or awaiting repairs.

[Ministry of Railways O.M. No. 56-B(C)/6000/Recommendation (17) dated 26-7-56].

26 The Committee observe that, except in the Central and Southern Railways, passenger train services curtailed during the war have not yet been fully restored. The Committee recommend that this item should be given a very high priority and hope that all passenger train services curtailed during the War will be restored by 1-10-56 unless the census figures of traffic definitely prove that there is no need for such restoration due to the change in traffic trends.

The purpose of this recommendation appears to be that the train services should be increased to the level prevailing prior to World War II subject, of course, to the traffic demands. The Railways have increased the total train mileage on the system as will be seen from the total train miles on each of the individual Railways indicated in the attached statement (A)\*. The additional train services which have been introduced to meet the urgency of the traffic demands are greater than those which have been substituted to the ones in the pre-war period. In effect, the recommendation of the Committee has been implemented in spirit.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 21-1-1957].

13 28(ii) The Committee welcome the proposal of the Railway Ministry to run a completely air-conditioned train, providing air-conditioned accommodation to the third class passengers also.

The Committee's conclusion is noted.

[Ministry of Railways O.M. No. 56-B (C) 6000/Recommendation (17) dated 27-9-1956]

15 28(iii) The Committee are in agreement with the contemplated abolition of II class; when adequate sleeping accommodation would be made available in III class; and hope that it will be possible to implement it without undue delay.

The observations of the Committee have been noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 21-1-1957].



1	2	3	4												
16	32	The Committee are glad to note that the Railway Ministry is not complacent about the inadequacy of the rail facilities available in the country.	No remarks are called for. [Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 26-7-1956].												
17	35 & 36	The average daily coal loading has invariably been below the Coal Commissioner's distribution target. The difference between the two may be taken as an index of the short supply of transport for coal industry due to inadequacy of rail transport.	The Committee's conclusion is noted. [Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-1956].												
18	42	The figures of goods loading (including coal) during 1954-55 have recorded an increase of 8.2% over the figures of 1951-52 as far as B.G. is concerned. As far as M.G. is concerned the increase is very much less, being 1.2%.	There has been a substantial increase in the loading of goods traffic during the entire year 1955-56 as compared to the corresponding period of 1954-55 as will be seen from the figures of loading given below :												
			<table><tr><th>Loading in 1954-55 in terms of wagons</th><th>Loading in 1955-56 in terms of wagons</th><th>Percentage increase in loading over 1954-55</th></tr><tr><td>Broad Gauge .</td><td>4,568,058</td><td>4,905,094</td></tr><tr><td>Metre Gauge .</td><td>2,632,078</td><td>3,208,618</td></tr><tr><td></td><td></td><td>21.9</td></tr></table>	Loading in 1954-55 in terms of wagons	Loading in 1955-56 in terms of wagons	Percentage increase in loading over 1954-55	Broad Gauge .	4,568,058	4,905,094	Metre Gauge .	2,632,078	3,208,618			21.9
Loading in 1954-55 in terms of wagons	Loading in 1955-56 in terms of wagons	Percentage increase in loading over 1954-55													
Broad Gauge .	4,568,058	4,905,094													
Metre Gauge .	2,632,078	3,208,618													
		21.9													
		It will be observed that during 1955-56 on the Broad Gauge loading has recorded an increase of 7.4 per													

cent and on the Metre Gauge 21·9 per cent as compared to the loading in the corresponding period of last year. The increase effected has been largely with the limited resources available and better utilization of available rolling stock.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation(17) dated 1-11-1956].

19      43      The figures of Freight tons originating and Freight ton miles during 1954-55 are the highest ever achieved. They represent a percentage increase of 25·4 and 46·7 respectively over the corresponding figures for 1938-39.

	1954-55	1955-56	Percentage increase
	(000)	(000)	

Tons Originating . 105,814 114,053 7·47

Net ton miles . 32,089,980 36,420,497 13·5

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 1-11-1956].

20      45      The outstandings at the end of the busy period have been showing a steady increase every year. The outstanding figures for 31-8-55 show a phenomenal rise. This is a clear indication of the fact that the transport facilities available are totally inadequate to meet the increasing demands of traffic.

The Committee's conclusion has been noted.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 27-9-1956].

Whereas the traffic waiting for restricted destinations and quota destinations would indicate the insufficient capacity of the railways to handle traffic for these destinations or for those routes for which quotas have been laid down, the traffic waiting for unrestricted destinations is an indication of the inadequacy of the rolling stock due to which the railways are unable to clear the traffic expeditiously.

The Committee's conclusion has been noted.

[Ministry of Railways O.M. No. 56-B(C)6000/ Recommendation (17) dated 27-9-56].

The fact that, even for B.G. unrestricted destinations, there were indents pending for a period of over 6 months on the Southern Railway and the Western Railway seems to indicate that the wagons allotted for those two Railways were inadequate and the point requires careful examination.

Wagons are allotted to Railways according to relative needs and their holding adjusted from time to time.

[Ministry of Railways O.M. No. 56-B(C)6000/ Recommendation (17) dated 27-9-56].

The Committee recommend that as far as Broad Gauge unrestricted destinations are concerned even with the available resources the Railways should take special steps to ensure that no indents remain outstanding for a period in excess of three months under any circumstances.

Every effort will be made to reduce outstandings, but three months' target may not be practicable within existing resources for traffic *via* routes with limited capacity. Special efforts are also made to clear old registrations by giving preferential movement. The comparative position of the outstanding indents for free destinations is given below

## BROAD GAUGE

Month	Outstanding indents for free destinations, at the end of each month (In terms of wagons)	
	1955	1956
April	.	42,463
May	.	53,055
June.	.	55,579
July	.	46,715
August	.	31,006
		25,971

It will be observed from the above figures that the position of the outstanding indents has been better during 1956 as compared to the corresponding period of last year. As a result of the special efforts made during the busy season of 1955-56 it has been possible to move 7.6% more traffic on the Broad Gauge as compared to the busy season of last year. The increase effected in loading has been largely with the limited resources available and better utilization of available rolling stock.

[Ministry of Railways O.M. No. 56-B(C)6000/ Recommendation (17) dated 28-11-1956].

24

51

After examining the statistics of coal and goods loading, the Committee feel that the rail transport situation in the country is totally inadequate to meet the increasing demands of traffic arising out of the increased economic activity due to increased agricultural and industrial production.

The Committee's conclusion has been noted.

[*Ministry of Railways O. M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956*].

26

60

The process of mechanised transhipment should be introduced at certain important transhipment points. Particularly arrangements should be made to provide trippers for expeditious transhipment of coal from Broad Gauge to Metre Gauge. The Committee also recommend that the position should be reviewed periodically and two shifts of working introduced at transhipments wherever feasible. The Committee are of the opinion that the question of labour should not be allowed to stand in the way of increased transhipment.

The Committee's recommendation is accepted in principle and the Railways are being asked to examine the best method and means of its implementation.

[*Ministry of Railways O.M. No. 56-B (C) 6000/ Recommendation (17) dated 27-9-1956*].

18

(Further information called for by the Committee)

Double shift working has been introduced at the following transhipment points :—

Central Railway—Ghorpuri and Manmad.

Eastern Railway—Mokamehghat, Bhagalpur and Sakri-gali Ghat.

Northern Railway—Hissar, Bareilly and Bhatinda.

Please state at which of the transhipment points the process of mechanised transhipment and double shift working has been introduced.

(*L.S.S. O.M. No. 95-EC.11/56 dated 26-9-1957*)

North Eastern Railway—Mokamehghat, Maaduadih, Manihari Ghat and Haldibari.

Southern Railway—Arkonam, Korukkuppettai, Bangalore City, Palghat, Salem Market, Mettupalayam, Trichinopoly Goods, Tadeppalle and Bezwada.

South Eastern Railway—There are only a few minor transshipment points on this Railway where second shift working is not considered necessary.

Western Railway—Sabarmati, Viramgam, Ratlam, Ujjain, Agra East Bank, Sawai Madhopur.

Mechanised transshipment has not been introduced at any of the transshipment points so far. Mechanised transshipment for general goods traffic is not likely to prove fruitful as the main limitation at present is not the actual handling of the consignments from one gauge to the other, but the sorting out and clearance of wagons before and after transshipment. At the riverine transshipment points, the main cause for heavy detention to wagons is due to inherent delay in the movement of traffic across the river.

Mechanised transshipment, however, in the case of mineral traffic at the major transshipment points is likely to prove fruitful and investigations are in progress in regard to points like Maaduadih, Barauni, Sabarmati and Viramgam, but any early implementation seems problematic in view of foreign currency shortage.

[Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 18-11-1957].

27 61 As regards transhipment over the Ganga, the Committee recommend that the question of opening more transhipment points should be considered expeditiously pending construction of the Mokameh Bridge.

Presumably the Committee refer to moving traffic to Eastern U.P., North Bihar, West Bengal and Assam from stations across the Ganga. The following are some of the measures taken or proposed to be taken in the matter :—

1. The transhipment quotas of the following transhipment points have been stepped up as indicated below :—

Transhipment point	1954-55	1955-56
		(from 1-11-56)

188

Bhagalpur	.	.	38	70
Mokameh	.	.	110	170
Manduadih	.	.	180	200
				(small free)
Sakrigali Ghat	.	.	45	50

2. To enquire into the possibilities of finding a suitable site for the ghat at Manihari Ghat a Committee has been appointed and their report is awaited.

3. A technical committee has also been set up to investigate into the problems of stabilising the Assam Rail Link Project route or suggesting an alternative alignment which would be stable.
4. Construction of new lines from Ramsahai to Binnaguri to provide an alternative alignment to the present Assam Rail Link has been included in the North Eastern Railway's plan frame.
5. To avoid breaches and to ease the transport difficulties, the following protection works are being done:
  - (i) River training works to divert the Aie River through its original course and extension of the right guide bund making permeable screen etc.
  - (ii) Extending Raidak No. II bridge between Jorai and Kamakhyaguri by two spans of 150 feet.
  - (iii) Construction of flood bund on the up-stream of Chel River.
  - (iv) Construction of training bund 2,500 feet long for fish with its head anchored at the foot of the Hills where the River emerges.

[Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 1-11-1956].

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The Committee consider that apart from the construction of new lines, considerable expansion of the existing Railway facilities will be necessary in the shape of additional rolling stock, yard facilities, terminal facilities and increased section capacity, if Indian Railways are to cope up with the demand of rail transport.

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Expansion of existing Railway facilities as mentioned by the Committee has been planned to the extent possible within the allotment of Rs. 1125 crores for the Railways' Second Five Year plan. This is expected to enable movement of 15% additional passenger traffic and 42 million tons of additional goods traffic in the last year of the Plan period against the estimated requirements of 30% increase in passenger traffic and 60-80 million tons of additional goods traffic.

[Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 26-7-1956].

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29

The Committee welcome the bold steps taken by the Railway Ministry in announcing their proposal to carry about 15 to 20% additional traffic during the current busy season (except on the Eastern and South-Eastern Railways where the immediate target is 10% increase in coal and goods loading) as compared to the previous years. The Committee will watch the fulfilment of the announcement with interest and comment upon it in their subsequent Report.

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As a result of the special efforts made, it has been possible to increase the movement of goods traffic during the busy season of 1955-56 compared to the corresponding period of 1954-55 as will be seen from the figures of loading given in the attached Statement.\*

It will be observed that the overall increase in movement has been of the order of 7.6 per cent on the Broad Gauge and 13 per cent on the Metre Gauge. The increase effected has been largely due to the better utilisation of the limited resources available.

[Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 1-11-1956].

30 The Committee attach great importance to the question of operating efficiency at the present critical stage of our national development as loss of transport that may occur due to inefficient operation "cannot be made good".

The Committee's conclusion is noted.

[*Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956*].

31 The Committee recommend that suitable measures should be taken to improve the performance of wagon miles per wagon day and suggest the target of 50 for B.G. and 40 for M.G. to start with.

The target of 50 for B.G. has already been almost achieved. In regard to M.G. every effort will be made to attain the target of 40 wagon miles per wagon day.

[*Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956*].

32 A steady drive to improve the net ton miles per wagon day specially on the M.G. is necessary so as to ensure the maximum possible use of wagons.

This drive is already being made.

[*Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956*].

33 In view of the shortage of locomotives, it is necessary that the maximum use is made of them by giving better loads to trains. The Committee are glad to note that on the M.G. the performance has shown a steady improvement from 1948-49 onwards, as far as tonnage per train is concerned.

Every endeavour is being made to obtain better loads to trains and considerable improvement has already been achieved as will be observed from the latest figures of tonnage per train indicated below :—

	B.G.	M.G.
1954-55	. . . . . 500	222
1955-56	. . . . . 528	242

[*Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 22-5-1957*].

34 In regard to net ton miles per goods trains  
hour, there has been considerable drop in  
the performance during 1952-53 and 1953-  
54 as compared to 1951-52.

On account of the measures taken, the position has  
since improved and the figures of net ton miles per  
goods train hour recorded during the year 1955-56 on  
the Broad Gauge was 5,245 miles, as against 4,965  
miles during 1953-54, which indicates that the action  
taken has borne fruit.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 22-5-1957].

36 81 The Committee observe that there has been  
considerable improvement in the composite  
figure of net ton miles per engine day.

The observation of the Committee has been noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 16-5-1957].

This is due to the better loading of wagons  
and better loads offered to trains. If better  
mileage is obtained out of the engines, this  
composite figure also can be considerably  
improved.

37 83-85 The Committee are glad to observe that the  
measures advocated by the Efficiency Bureau  
for removing certain causes of drop in  
speed of goods trains are being progressively  
adopted by various Railway Administra-  
tions. The importance of improving the  
speeds of goods trains by providing addi-  
tional facilities wherever necessary and by  
increased supervision and better co-ordina-  
tion cannot be exaggerated.

The Committee's conclusion is noted.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 1-11-1956].

(Further information called for by the Committee).

What is the latest position regarding the drop in speed of goods trains in view of progressive adoption of various suggestions made by the Efficiency Bureau.

(L. S. S. O.M. No. 95-EC. II/56 dated 26-9-1957).

There has been a drop in the speed of goods trains, as will be seen from the following figures :—

	B.G.	M.G.
	(Miles per hour)	
1951-52	10.7	9.22
1952-53	10.4	9.14
1953-54	10.2	8.93
1954-55	10.1	8.72
1955-56	9.84	8.43
1956-57	9.64	8.35

The decrease in speeds of goods trains has been a matter of considerable concern and special attention is being paid by Railway Administrations to this aspect of operation by continued and daily watch on the running of goods trains and by intensive supervision at train originating and terminating yards, stations and junctions. When considering the speeds of goods trains, however, it is necessary to take into account the rapid increase in the volume of traffic during recent years. The respective indices for ton miles for B.G. and M.G. during 1951-52 to 1956-57 are given below :—

	B.G.	M.G.
1951-52	100.0	100.0
1952-53	98.2	110.5
1953-54	100.0	113.8
1954-55	109.5	119.0
1955-56	123.5	140.0
1956-57	136.4	160.5
	(Prov.)	(Prov.)

The average pay load of goods trains has also increased on the B.G. from 469 tons in 1952-53 to 528 tons in 1955-56 and on the M.G. from 203 in 1952-53 to 242 tons in 1955-56. The heavy increase in the quantum of traffic moved over the Indian Railways was not compensated by a corresponding increase in the sectional capacity on the various sections or in the facilities available at the major marshalling yards. Further, it should also be remembered that a large number of line capacity works have been undertaken and are in progress and such works necessitate speed restrictions. On account of the heavy rehabilitation programme, there were more than 1700 miles of track under engineering speed restrictions at any one time. These factors have contributed to the decrease in goods trains speeds. Additional works for increasing line capacity and the facilities at important yards, stations and transshipment points have been provided in the Second Five Year Plan. Even these additional facilities will not cover all the anticipated requirements of the Railways, and when additional capacity is available, traffic is also expected to increase correspondingly.

The objective before the Railways is to obtain the maximum out of available resources and in order to improve goods trains speeds, every effort is being made to intensify supervision and to eliminate defec-

There is a considerable scope for improvement in wagon-turn-round which is a composite index depending upon a large number of factors such as the average detention in yards, average speeds of trains, time for loading and unloading etc. No efforts should be spared to bring about this improvement

*Further information called for by the Committee.)*

It is observed from the figures of wagon-turn-round for the years 1954-55 and 1955-56 that the average turn-round figures for B.G. have remained static, in M.G. on the Northern part it has improved and on the Southern part deteriorated. Please state what steps have been taken to improve the wagon-turn-round figures?

(L.S.S. O.M. No. 95-BC. 11/56 dated 26-9-1957)

tive working by analytical examination of the reasons for detentions, and remedial action.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 5-11-1957].

The Committee's observations are noted.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 27-9-1956].

Figures of wagons-turn-round (in days) for the years 1954-55 to 1956-57 are given below :—

	Wagon turn-round (in days)		
	1954-55	1955-56	1956-57
Broad Gauge .	10.5	10.5	10.4
Metre Gauge Southern Pool .	7.10	6.70	6.70
Metre Gauge Northern Pool .	7.50	7.60	8.00

Wagon-turn-round figures will have to be considered in relation to other operating statistics like wagon miles per wagon day, net ton miles per wagon day, which are given below:—

	Wagon miles per wagon day.		
	1954-55	1955-56	1956-57
Broad Gauge	43.3	46.3	47.7
Metre Gauge	28.4	28.5	28.7
Net ton miles per wagon day			
	1954-55	1955-56	1956-57
Broad Gauge	483	541	568
Metre Gauge	194	203	210

It will be observed that there has been an improvement in both these operating statistics. The volume of traffic handled on Indian Railways has increased during the last three years, and traffic trends have altered in certain important respects. Coal loading which averaged 3,820 wagons in 1953-54 has increased to 4,410 wagons in 1956-57 and during recent

months has averaged 4,600 wagons per day. In the nature of things an increase in coal loading leads to an increase in turn round because unlike general goods traffic where an empty wagon on release can be back loaded or worked to the nearest loading point in the case of coal, there is greater terminal time taken in the process of sorting of opens and covered, intensive examination, in the movements at big terminals, formation of pilots, loading time, weighing etc. Coal loads have also been increasing.

Further, traffic moved *via* break of gauge transshipment points has recorded a substantial increase. As against 740 B.G. wagons transhipped daily at the various transshipment points in 1953-54, in 1956-57 the daily transshipment amounted to 1,210 wagons per day—an increase of 61%. Even with best performance, movement *via* break of gauge points entails greater detention to wagons compared to movement over the same gauge.

In spite of these operating features which adversely affect wagon-turn-round, it will be seen that on the Broad Gauge wagon turn round, remained at a steady level during 1954-55 and 1955-56 and showed an improvement in 1956-57. Wagon-turn-round also shows an improvement on the Metre Gauge sections of the Southern system. On the Metre Gauge sections of the Northern system there has been an increase in 1956-57, which is partly due to the stabling of empties during the slack season from July to October for want of sufficient traffic and heavy increase in



the transshipment traffic *via* Manduadih and other transshipment points.

Co-ordinated and vigorous action continues to be taken for intensive utilisation of wagons and following are some of the measures taken for improved wagon usage and better wagon turn-round.

(i) Setting up of Wagon Chasing Organisation on each division of the railway to chase the movement of wagons and trains in yards and on the line.

(ii) Introduction of Area Control in industrial areas to keep special watch on the movement of stock in those areas and to ensure that detentions were eliminated in placement and release of wagons.

(iii) Augmentation of yard organisation at important marshalling yards to ensure effective supervision and control.

(iv) Introduction of Express Goods trains and running of long distance goods trains on the basis of all India marshalling orders.

(v) Provision of fixed and linked paths for goods trains.

(vi) Card indexing of special type of wagons like POL tank, BFPS, BWLS, etc. and day to day watch on movement of such stock.

(vi) Reduction of free time for loading and unloading or traffic including loco coal wagons.

(viii) Extension of working hours at important goods and repacking sheds.

(ix) Introduction of night transshipment at transshipment points.

(x) Planning of additional line capacity works including remodelling of yards, extension of loops, provision of crossing stations, etc. to augment the limited yard and line capacity on important sections.

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[Ministry of Railways O.M. No. 56-B(C)6000 Recommendation (17) dated 29-11-1957.]

89 Taking into account the serious shortage of rolling stock the Committee feel that the Railways cannot afford the luxury of keeping a large number of locomotives, carriages and wagons under or awaiting repairs in their workshops, running sheds, and sick lines. While the Committee appreciated the drive started by the Railway Ministry recently in effecting improvements in this direction, they recommend that the drive should be intensified and that the Railway Ministry should lay down the figures of best

The figures of rolling stock under and awaiting repairs on Indian Railways are constantly under review in this Ministry and the following targets have been fixed to be achieved by the Railways.

- (a) Locomotives 18 to 15% of stock on line.
- (b) Passenger Coaches 10% of stock on line.
- (c) Goods wagons 3% of stock on line.

There has been a gradual improvement in the stock under repairs during the last four years. This subject has been receiving the personal attention of the General

performance obtained on any Railway as an immediate target to be attained by all Indian Railways.

Managers and the drive has been intensified on the Railways. The targets fixed by the Board are expected to be achieved shortly by the Railways.

[Ministry of Railways O. M. No. 56-B(C)6000/- *Recommendation (17) dated 20-8-1956*].

41 95

Pending a detailed examination of the question of gauges in India the Committee recommend the following interim measures to minimise the difficulties of areas served by M.G.:-

(i) Stepping up the capacity of transshipment points to the required level;

(ii) Progressive increase of the quota of transshipment points;

(In this connection, orders about giving high priority to the supply of M. G. stock to the transshipment points should be rigidly enforced, and the question of augmenting the line and power capacity on the sections adjoining the transshipment points should be given a very high priority).

The transshipment position at each transshipment point is being closely watched with reference to supply of Metre Gauge stock and every endeavour is made to ensure that adequate metre gauge stock is supplied for transshipment. Targets have been laid down for different phases of handling at transshipment point:- such as from arrival of a wagon to placement for transshipment, from placement to completion of transshipment and from completion of transshipment to despatch. Plans are already under way to expand transshipment facilities wherever possible as also the line and power capacity on the sections adjoining the transshipment points.

- (iii) Laying down targets for the period of transit of goods and for the total wagon hours spent for each operation for each transhipment point and judging the performance regularly against the prescribed targets; and
- (iv) Provision of tipplers for handling coal at some important transhipment points.

*(Further information called for by the Committee)*

Please state what action has been taken on the fourth measure suggested by the Committee to minimise the difficulties of the areas served by M. G. The results, if any achieved, may please be stated.

(L.S.S. O.M. No.95-EC-II/56 dated 26-9-1957)

- 97 A detailed investigation should be undertaken by each of the Railway Administrations regarding the causes of heavy detentions in the marshalling yards and remedial measures taken in the shape of (a) providing additional yard facilities, (b) providing additional shunting facilities, (c) strengthening the yard staff and (d) improving the line capacity

The suggestion for the provision of tipplers for handling coal at some important transhipment points, is still under consideration.

[Ministry of Railways O. M. No. 56-B(C) 6000/Recommendation (17) dated 1-11-1956.]

The question of providing tipplers at important transhipment points for handling of coal has been examined. At the transhipment points where handling of coal is less than 30 to 40 wagons a day, mechanical transhipment by the use of tipplers is not likely to be of any great advantage. In regard to the major transhipment points like Manduadih, Sabarmati, Viramgam, and Barauni, investigations are in progress regard to provision of tipplers, but any early implementation seems problematic in view of shortage of foreign currency.

[Ministry of Railways O. M. No. 56-B(C) 6000/- Recommendation (17) dated 22-11-1957.]

The Committee's conclusion is noted.

[Ministry of Railways O. M. No. 56-B(C) 6000/- Recommendation (17) dated 27-9-1956].

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in the adjoining sections as considered necessary. Average detentions to wagons in excess of 24 hours in any marshalling Yard should be ruled out as an axiom of good operation and if such excessive delays occur, they should be investigated at a high level. The Committee feel that extra facilities required to minimise detentions in marshalling yards should be incorporated in the Second Five Year Plan wherever this has not been done. Any increase in the number of shunting hours in a marshalling yard need not be viewed with alarm so long as they produce results in the shape of reduction of average detention to stock.

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The Committee consider the proposal of the Railway Ministry to introduce a wagon chaser organisation on a fairly big scale as a step in the right direction, and envisage a substantial reduction in detention to stock by the creation of a well-knit organisation. There should be wagon chasers in sufficiently high grades in every important yard and it will be their duty to keep a constant watch over the movement of wagons. They should be given clear and well defined targets of reducing the overall detentions by at least

All Railways have set up wagon chasing organisations. Well defined targets for detention are laid down for each yard taking into consideration the local conditions and these are reviewed from time to time. The recommendation of the Estimates Committee is accordingly being acted upon.

[Ministry of Railways O. M. No. 56-B(C) 6000/- Recommendation (17) dated 30-11-1957].

10 to 20% to begin with and the work should be judged by the results produced. Those who fail to produce results should be replaced by better personnel.

44 100—103

The Committee are glad to note that there has been a progressive reduction in the average detention to stock (despite handling of a larger number of wagons) in Moghalsarai Yard, by far the biggest yard in India, largely due to the close supervision and co-ordination exercised there by a high level officer, The Indian Railways can be legitimately proud of their achievement at Moghalsarai. Similar results can be achieved elsewhere also. Even as regards Moghalsarai better results can be achieved by adopting the following measures:

(i) Provision of more powerful diesel shunting engines:

(ii) Mechanical retarders;

(iii) Electric control of points in the marshalling yard, and

(iv) Provision of an under-ground passage for the incoming and outgoing engines to and from the loco sheds, by-passing the running lines.

The Committee's conclusions are noted and action is already being taken in regard to the first three items. In regard to the fourth, the need for by-passing of the running lines is accepted.

[Ministry of Railways O. M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956].

The Committee recommend expeditious adoption of these measures. It is significant to note here that even Moghalsarai, the biggest yard in India, is in urgent need of expansion. This fact brings into bold relief the paramount necessity of making adequate provision in the Second Five Year Plan for the expansion of Railways, if they are to play their due role in the rapid industrialisation of the country.

Further information called for by the Committee.

Please state the action taken in respect of the four measures suggested for the improved working of Moghalsarai yard, by the Railway concerned.

(L.S.S.O.M.No.95-EC.II/56 dated 26-9-1957).

Action taken on the four recommendations of the Estimates Committee for Moghalsarai Yard is as follows :—

- (i) Diesel shunting engines for Moghalsarai have been sanctioned. These will be put into operation as and when received.
- (ii) & (iii) Provision of Mechanical Retarders and Electric Control of points in the marshalling yard is proposed for inclusion in the 1958-59 works programme.
- (iv) Instead of providing an underground passage for movements to and from the loco shed, an avoiding line has already been provided for the despatch of up goods trains towards Allahabad side. This line skirts the loco shed with the result that there will be no clash between engine movements and the passage of up goods

trains. Another avoiding line towards Lucknow side has also been planned as part of the remodelling of Moghalsarai yard.

Furthermore, engine movements to and from the locomotive shed cutting across the running line will reduce considerably after the electrification of the Grand Chord and the provision of diesel shunters. The electric engines will go direct to the electric shed which will be conveniently located as to avoid movements over the running line in any busy portion of the Moghalsarai yard and the diesel shunting engines will be provided with refuelling points in the yards so that these will return to the sheds after approximately 7 days' work.

[Ministry of Railways. O.M. No. 56-B(C)6000/  
Recommendation (17) dated 10-1-1958].

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45 105—109 (i) Detailed investigations should be undertaken by the Railway Ministry to ascertain the reasons for excessive delays in "placements" in some of the terminal goods station yards and measures to reduce the same should be adopted. That maximum time taken for placing a wagon for unloading should not exceed 12 hours, should be taken as an axiom of good operation;

(ii) Also, the appropriate railway authorities should contact the representatives of the

The recommendation is accepted.

[Ministry of Railways O.M. No. 56-B(C)6000/  
Recommendation (17) dated 27-9-1956].



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trade to reduce the average time taken for releasing wagons, at stations where this time is in excess of 6 hours;

(iii) A detailed investigation should be taken at points like Jhansi, Howrah and Scaldah where the average time taken in placing a wagon for loading after being released or in placing a wagon received empty in position for loading is on the high side;

(iv) Efforts should be made to keep the average time for loading within the prescribed time at Howrah, Shalimar and Kanpur; and

(v) The average time taken in sending out a wagon from station after being released or reloaded is considerably in excess of 12 hours in the case of the 18 terminal yards. The Committee recommend that detailed investigations should be undertaken at each of these points with a view to devise measures to reduce these detentions to the maximum of 12 hours.

While the Committee appreciate that in a number of cases the lay out of the terminal yards and other facilities are such that reduction of detention time is beyond the con-

The recommendation is noted.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 27-9-1956].

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trol of the local staff, they consider that the existing conditions should be altered wherever necessary, so that the targets of detentions indicated are achieved.

48 114—115

The density of traffic on the Indian Railways has been steadily increasing since partition both on B. G. and M. G. This increase has occurred unevenly resulting in a number of sections and yards working to saturation point. It is common experience that, whenever a terminal yard or a marshalling yard or a section is working to capacity, even a minor factor vitiates the operating results substantially. Moreover, inadequacy of facilities in any one aspect has its repercussions in other spheres also. It is for this reason that adequate provision of operating facilities to cope up with the increasing demand of the traffic are absolutely essential.

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As the improvement in the railway equipment and facilities is bound to be a slow process, Indian Railways must mobilise themselves on a war-footing with a view to ensure that maximum use is made of the Rolling Stock and other equipment that are available so as to achieve better results. Every wagon on the Railway should be considered as a gold mine to be utilised unremittingly day and night and all the measures should be expeditiously taken on the lines recommended by the Committee with a view to improve utilisation of Rolling Stock.

The Committee's conclusion is noted.

[Ministry of Railways O. M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956]

The Committee's observations are noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 27-9-1956]

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The Committee recommend that a high level meeting should be held between the Ministries of Production and Railways with a view to explore ways and means of rationalisation of movement of coal. They also recommend that the Railway Ministry should take over the day to day allotments for coal loading within the general allocations made by the Coal Commissioner.

(Further information called for by the Committee)

Please state if any decision on the question of rationalisation of movement of coal as a result of discussion with the Ministry of Production has been reached. Also please state the results achieved as a result of implementation of these decisions.

(L.S.S. O.M. No. 95-EC-II/56 dated 26-9-1957)

As desired by the Committee the question is being pursued with the Ministry of Production.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-1956].

The various measures for rationalising coal movements so as to make the best use of available rail transport capacity are being pursued vigorously; and coal loading from Bengal and Bihar coalfields has increased from 3,063 wagons per day in 1953-54 to 3,500 in 1956-57 and has averaged 3,650 in the last six months.

It may, however, be mentioned that the implementation of some of the measures for rationalisation is largely dependent on the railways taking over the day to day allotment of wagons for coal loading within the general allocations made by the Coal Controller. No final decision has yet been reached in this direction and the matter is being pursued at ministerial level.

Additional terminal facilities at major ports like Calcutta, Bombay etc. are necessary to deal with the large volume of traffic. In order to afford some relief to those major ports, a certain amount of traffic can be diverted to other intermediate ports which should be connected with a suitable gauge with the interior areas. A Broad Gauge connection to Kandla port which is already connected to the interior by M.G. might eventually be necessary. This B.G. connection might eventually also serve two intermediate ports of Navalakhi and Bedi.

[Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendation (17) dated 29-11-1957]

The first part of the recommendation relates to the Ministry of Transport. The Committee's suggestion in the concluding portion is noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 28-11-1956]

The Committee consider that a Broad Gauge connection between Ahmedabad and Bhavnagar is necessary for rationalising the export and import traffic from and to cotton mills at Ahmedabad and export of ore traffic from Rajasthan. It would also bring Gujarat and Saurashtra nearer in point of time and distance by rail. This connection will also relieve pressure on the transshipment points at Sabramati and Virangam. The Committee also recommend that similar examination should be undertaken to see whether additional rail facilities to other intermediate ports will serve to relieve the ever-increasing pressure on major ports and also rationalise rail movements of export and import traffic.

The first part of the recommendation relates to the Ministry of Transport. The Committee's suggestion in the concluding portion has been noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendations (17) dated 28-11-1956]

53 121-122

The Committee recommend the progressive expansion of the advertised Express Goods Services in the country. The Committee understand that proposals for introducing the following additional Express Goods Services are under consideration :—

- (i) Bombay-Ahmedabad (daily)
- (ii) Ahmedabad-Delhi (on alternate days)
- (iii) Howrah-Patna (weekly)
- (iv) Howrah-Gaya & Dehri-on-Sone (Weekly)
- (v) Extension of Express Goods Services between Shalimar and Nagpur upto Bombay.
- (vi) Extension of the services between Khargpur and Waltair upto Madras.
- (vii) Between Kanpur and Baruni (daily)

The Committee recommend that these proposals should be put into effect as early as possible. They suggest early examination to introduce advertised Express Goods Services, *inter alia* between Jamnagar-Viramgam and Bhavnagar-Ahmedabad.

From time to time the Railways are already examining the feasibility of running Express Goods Trains wherever quantum, character and trends of traffic offering for and *via* such stations justify the running of such trains. At present Express Goods Trains are run on important trunk routes to fast schedules, enabling quick movement of traffic between important cities and industrial areas. Keeping in view the above considerations and other conditions, the following express goods trains have so far been introduced on the Railways :—

*Between stations—*

From	To	Frequency
Dhond	Madras	5 days in a week (each way)
Bombay	Shalimar	Bi-weekly
Shalimar	Bombay	Weekly
Bombay	Madras	Bi-Weekly (each way)
Bombay	Kanpur	Weekly (each way)
Bombay	Raichur	Weekly
Bombay	Nagpur	Weekly

From	To	Frequency
Bombay	Jabalpur	Weekly
Bombay	Secunderabad	Weekly
Wadi Bunder	Secunderabad	Bi-weekly(each way)
Wadi Bunder	Kanpur	Weekly
New Delhi	Madras	Bi-weekly
Wadi Bunder	Raichur	Weekly
Wadi Bunder	Jubbulpore	} Weekly
	Chheoki	
Wadi Bunder	Nagpur and beyond	Weekly
Howrah	Jamalpur	Daily
Chitpur	Moghalsarai	Daily
Howrah	Moghalsarai	Daily
Asansol	Moghalsarai	Daily
New Delhi	Howrah	Weekly
New Delhi	Bombay	Daily
New Delhi	Amritsar	Daily
Khanalampura	Moghalsarai	Daily
Manduadih	Samastipur	Daily
Barauni	Darbhangha	Daily
Kanpur	} Siliguri	Daily
Anwarganj		
Manduadih	Mozaffarpur	Daily (each way)
Kanpur	Katihar	Daily
Katihar	Tinsukia	Weekly
Siliguri Jn.	Tinsukia	Weekly
Shalimar	Nagpur	Daily
Shalimar	Waltair	Daily
Shalimar	Madras	Daily
Calcutta	Madras	Daily
Madras	Bangalore	Daily
Bangalore	Poona	4 days in a week

From	To	Frequency
Madras	Tinnevely	Daily
Salt Cotaurs	Bangalore City	Daily
Madras Beach	Tuticorin	5 days in a week
Carnac Bridge	New Delhi	Daily (except Sundays)
Ahmedabad	New Delhi	Once a week
New Delhi	Carnac Bridge	Twice a week
New Delhi	Ahmedabad	Twice a week

Recently the running of the Express goods trains was reviewed and it was decided to introduce express goods trains on additional sections and also to increase the frequency of the existing Express Services.

Investigations show that adequate traffic does not offer for running regular express trains between Jannagar and Virangam and Bhavnagar and Ahmedabad. The position on these sections is being reviewed from time to time, so that express trains can be introduced as soon as traffic offers regularly in sufficient quantities.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 28-11-56].

(Further information called for by the Committee).

Please furnish the details of investigations concerning inadequacy of goods traffic for express goods trains between (i) Jamnagar and Viramgam and (ii) Bhavnagar and Ahmedabad.

(L.S.S. O.M. No. 95-EC-II/56 dated 26-9-57)

Further examination has been made as to the volume of traffic offering between Jamnagar and Viramgam and Bhavnagar and Ahmedabad and it is seen that only about two wagons are booked in a month from Jamnagar to Viramgam and about one wagon a day from Bhavnagar to Ahmedabad during the busy season. Traffic booked from Jamnagar to Broad Gauge stations on Western Railway *via* Viramgam was four full wagon loads per month and one wagon per month for "smalls" for Carnac Bridge during the busy season. Traffic booked from Bhavnagar during the busy season for B.G. stations on Western Railway *via* Sabarmati was one full wagon load and 60 "smalls" consignments. Traffic booked *ex*-Carnac Bridge to Jamnagar and Bhavnagar has also been found to be only 21 and 15 wagons per month respectively during the busy season. Bulk of the other traffic booked from Jamnagar is salt to stations on Central Railway and *via* and it is doubtful whether the trade would appreciate payment of an additional surcharge on booking this low-rated commodity by the contemplated Express Goods Service from Jamnagar.

In view of this, there is at present no justification for introducing Express Goods Services between Jamnagar and Viramgam and Bhavnagar and Ahmedabad.

[Ministry of Railways O.M. No. 55-B(C) 6000/Recommendation (17) dated 22-11-1957].

54 123 The Committee recommend that the practice of running goods trains on fixed time-tables

The Committee's recommendation is noted.



[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-1956].

55

124

The Committee would like to stress that while every effort should continue to be made to club 'smalls' consignments to the maximum extent possible in the wagons, no restrictions as such should be imposed on the booking of 'smalls' merely for the sake of securing better loading, as such a course is likely to affect the small scale industries adversely. Such complaints should be promptly investigated and remedial action taken by the Railway Administration.

(Further information called for by the Committee).

Please confirm that restrictions on the booking of smalls are not imposed on any of the Railways merely for the sake of securing better loading.

(L.S.S. O.M. No. 95-EC-II/56 dated 26-9-1957).

56

125

The Committee appreciate the progress made with regard to the system of nominated

The Committee's recommendation is noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 28-11-1956].

No restrictions have been imposed on the booking of smalls on any Indian Railways merely for the sake of securing better wagon load.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 18-11-1957].

The Committee's recommendation is noted.

loading and recommend that the efforts should be continued without relaxation.

58

127 The Committee welcome the publication of Marshalling orders on an All-India basis which will facilitate formation of goods trains to the farthest destinations and hope that the idea will be progressively developed.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-1956].

The Committee's observations are noted.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-1956].

59

128 The Committee recommend that the practice of night loading introduced at a number of important goods sheds should be extended in consultation with the local representatives of trade and that multiple shifts of working should be introduced at important goods sheds and transhipment points with the object of expediting the release of wagons.

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

[O.M. No. 56-B(C) 6000/Recommendation (17) dated 30-9-1957].

61

133-135

The Committee observe that a detailed control is being exercised in the Railway Board's Office on the operation of the Railways and feel that this should continue at present. The control may be progressively relaxed as the position improves, with the improvement in the railway equipment and facilities. The Committee stress that different operating statistics that are submitted at various levels should be carefully scrutinised and prompt remedial action taken, wherever necessary.

The Committee's recommendation has been noted.  
[Ministry of Railways O.M. No. 56-B (C) 6000/Recommendation (17) dated 27-9-1956].

62 137 The Committee consider that adequate provision of parcel vans, luggage vans, refrigerator vans, wagons with wooden floors, floors and ventilation and vacuum fitted wagons for the Metre Gauge Railways is urgently needed to cater for the increasing demands of parcel and perishable traffic.

Provision for parcel vans, luggage vans, refrigerator vans and wagons with wooden floors and ventilation is made according to the traffic requirements. New Metre Gauge wagons ordered are fitted with vacuum brakes. The fitting of vacuum brakes to the wagons ordered previously is also being progressed.

The following provision has been made in the Rolling Stock Programmes of 1955-56 and 1956-57:—

(In thousands of rupees)

B.G. (FW)	M.G. (Bogies)
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48

# 1. Motor and Parcel van (Steel body)

1955-56 R.S.P.	60	50
1956-57 R.S.P.	50	50

# 2. Luggage vans (Wooden body)

1956-57 R.S.P.	—	104
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# 3. Cattle Wagons

1955-56 R.S.P.	300	..
1956-57 R.S.P.	400	300

[Ministry of Railways O.M. No. 56-B (c) 6000/Recommendation (17) dated 26-7-1956].

65

140 The Committee recommend that provisions of control facilities should be given a high priority. Each Railway Administration should make out a phased programme for introducing the control system over non-controlled sections.

The recommendation has been accepted and instructions have been issued to the Railway Administrations to give a high priority to the provision of control facilities and to make out a phased programme for introducing them over non-controlled sections.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-1956].

66

140-141 Proper accommodation for the Control Offices with properly tested acoustics is a *sine qua non* for good operation. Where the control offices are situated at stations subject to extremes of climate, the Committee also recommend provision of air-conditioning so that section controllers and other staff in the Control Office can work efficiently.

The Committee's recommendation with regard to proper accommodation and acoustics has been noted. In cases of all new Control Offices, due care will be taken to provide for proper acoustics. For the existing Control Offices, however, such improvements will be carried out, where possible, on a programmed basis.

The Board have already accepted air-conditioning as a standard for all new Control Offices and also for existing buildings where this is practicable in regions of extreme climatic conditions.

[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 1-11-1956].

### CHAPTER III

#### REPLIES OF THE GOVERNMENT THAT HAVE BEEN ACCEPTED BY THE COMMITTEE

Serial No. (as in the Appendix I of the Report)	Reference to para No. of the Report	Summary of Recommendations/conclusions	Reply of the Government
1	2	3	4
4	10	<p>The Committee recommend that the following proposals which are under examination be implemented expeditiously so that their results would be reflected in the Time Table to come into force from 1-10-56, if not earlier:—</p> <p>(i) Booked speed of 61/62 Mail train to be increased on the Northern Railway portion;</p> <p>(ii) Improvement of track, bridges and interlocking which would result in an increase in the average speed of trains</p>	<p>(i) <i>Booked speed of 61/62 Mail trains to be increased on the Northern Railway portion.</i> It is not feasible to raise the booked speeds of 61/62 Dn. Delhi-Calcutta Mail trains over the Northern Railway between Delhi and Moghalsarai for the reasons indicated below:</p> <p>(a) Due to age and condition of the track, permissible booked speed of W.P. class locomotives used on these trains is restricted on certain sections between Allahabad and Moghalsarai to 40 miles per hour;</p>

In the Gondal Region of the Western Railway; and

- (iii) Raising maximum possible speed on Lucknow-Katihar Section to 60 m.p.h.

- (b) The speed of these trains is also restricted to 45 m.p.h. over facing points at certain stations due to Standard II Interlocking.

It is proposed to strengthen the track on the sections concerned between Allahabad and Mughalsarai according to a phased programme, which is expected to take some time to complete. The recommendation has, however, been noted and as soon as conditions permit, these trains will be booked at a speed of 52 m.p.h. between Delhi and Mughalsarai on the entire run.

- (ii) *Improvement of track, bridges and interlocking which would result in an increase in the average speed of trains in the Gondal Region of the Western Railway.*

The overall speed of trains over the Gondal Region is effected by the following factors:—

- (a) Engineering restrictions from time to time.  
(b) Time taken for attaching and detaching slip coaches at junction stations.  
(c) Running lines at most of the stations not being isolated, the stations being non-interlocked.

Works for the improvement of track, bridges and interlocking are being undertaken on a programmed basis on the Gondal Region. A portion of the works for the improvement of track has been completed and the rest is in progress or under contemplation. A portion of the works in connection with the interlocking is also in progress. It is, however, pointed out that these programmes are on a long-term basis and are

expected to take some time for completion. In the circumstances, an improvement in the overall average speed of trains on the Gondal Region on the basis of the completion of these works cannot be reflected in the very near future, much less in the Time Table in force from 1-10-56.

(iii) *Raising maximum possible speed on Lucknow-Katihar Section to 60 m.p.h.*

This suggestion is difficult to implement within the funds available for improvement of track etc.

[Ministry of Railways O.M. No. 56-B/C/6000/Recommendation (17) dated the 28-11-1956].

(Further information called for by the Committee).

When do the Railways expect to increase the maximum booked speeds and maximum permissible speeds of various Mails, Expresses and Passenger trains of Gondal Region? Similarly when will the Engineering restrictions in Gondal region be done away with to bring the speed in this region in line with the rest of the system in the country?

(L.S.S. O.M. No. 95-EC-II/56 dated 26-9-56.)

As already indicated in the reply to Item (ii) of the recommendation, the various works in connection with the improvement of track, bridges and interlocking on the Gondal Region of the Western Railway are programmed for implementation on a long term basis and are expected to take some appreciable time for completion. In this connection, it is pointed out that the progress of even these works which are in hand has received a temporary setback due to the delay in the receipt of materials. It will, therefore, be appreciated that it is difficult to specify the date by which time these works are expected to be completed. However, consistent with the timely availability of materials, and the provision of requisite funds, efforts will be made to

complete the works within the period programmed for *vis.* the end of the Second Plan period.

2. The removal of the engineering restrictions and increase in the maximum booked and permissible speeds of trains on the Gondal region are dependent upon the completion of the works referred to in the preceding para. It will, therefore, be possible to completely remove the engineering restrictions and increase the speed of trains on all the sections only when the works referred to above are completed.

However, as and when the works in progress on the sections in the Gondal region are completed, the engineering restrictions are removed and the speeds of the trains concerned are increased thus bringing about a reduction in the overall journey time of the trains on the sections concerned. The results as reflected in the Time Table in force from 1/10/57 are indicated in the attached statements A and B\*.

3. The track renewal works on the Surendranagar-Dhrangadhra, Kanalus-Gop, Rajkot-Gondal, Morvi-Tankara (NG) and Sanala-Amran Road (NG) sections are expected to be completed during the currency of the present Time Table. It is proposed to increase the speed of trains on these sections in the Time Table to come into force with effect from 1-4-1958.

[Ministry of Railways O.M. No. 56-B/C/6000/Recommendation (17) dated 22-11-57].

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\*These statements have been reproduced as Appendices IV and V respectively to this Report.



10 22-23

(a) The Committee are glad to observe that Government have appointed a committee to examine the extent of over crowding on suburban trains and to suggest measures to improve the position but feel that it would have been better if some non-official element were also associated with this committee, so that the point of view of the people actually affected by over-crowding could be given due weightage. This may be done even now.

(b) As regards overcrowding in suburban trains, the Committee recommend the examination of the following points:

(i) Provision of standing accommodation only in some compartments by removing the benches;

(ii) Reducing the minimum headway between trains to about 3 minutes against 4 minutes at Churchgate and 5 minutes at Victoria Terminus by improved signalling arrangements; and

(iii) Staggering the Office hours at Calcutta, Bombay and Madras in consultation with the State Governments and the local business Offices.

(a) By the time the recommendation of the Estimates Committee was received, it was too late to implement it, as by then Suburban Train Overcrowding Enquiry Committee had nearly come to the end of their task.

(b)(i) This has not been accepted as it is felt that complete elimination of seats from certain trains would occasion avoidable inconvenience to passengers during non-peak hours. At the same time, however, partial reduction in the number of seats now provided is under consideration.

(ii) This is under consideration.

(iii) The principle behind this recommendation has been accepted and railway administrations have been asked to take steps in this direction.  
[Ministry of Railways O.M. No. 56-B/C/6000/Recommendation (17) dated 7-1-1956].

(Further information called for by the Committee)

Please state whether three suggestions made by the Estimates Committee for the consideration of Suburban Trains Overcrowding Enquiry Committee were actually considered by that Committee. If so, what were the recommendations and the action taken on those and other recommendations of that Committee.

(L.S.S. O.M. No. 95-EC-II, 56 dated 26-9-57)

The recommendations made by the Estimates Committee were duly considered by the Suburban Trains Overcrowding Enquiry Committee, and the relevant portions of the recommendations made by the Suburban Trains Overcrowding Enquiry Committee thereon and the action taken on the recommendations are given below:

*Provision of standing accommodation:*

The Committee recommended :  
“ We have carefully considered the pros and cons of the extreme views, and are inclined to recommend the adoption of a middle course, by which about half the space is taken up by seats and the balance made available for standing....

We are firmly of the opinion that much needed relief to passengers can be given by re-arranging the seats, by providing standing room on the existing stock, by the use of wider and more suitable stock”.

The recommendation was considered by Government and the following action has been taken, preliminary to the working out of a suitable design for the coaches for future use.

“The average interval between trains remains 5 minutes, though a more frequent service will be needed to meet the heavy rush of passengers round about 10 hours”.

The observations of the Committee pertaining to Central Railway are under consideration.

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*Staggering of office hours:*

The relevant recommendation of the Suburban Trains Overcrowding Enquiry Committee was:

"All these trends augur well for the future, but 'staggering' to be effective needs an insistent and long term consciousness in the public mind, fostered by periodical conferences and adjustments and encouraged more by example than precept from Government Organisations and nationalised undertakings.

As a matter of fact we recommend that the Railway Administrations which have larger concentrations of staff at these cities, might with a view to setting an example, examine the implications of introducing staggering in their own offices and the effect which such measure will have on the traffic."

The principle behind the recommendations has been accepted and the Railway Administrations concerned are in communication with State Governments with a view to implement the recommendation to the extent feasible.

As for the other recommendations of the Committee, a statement showing the recommendations of the Committee and the action taken thereon was placed on the Table of the Lok Sabha in reply to Starred Question

No. 655 asked by Sarvashri Bahadur Singh and Mohan Swarup on 6-8-57. A copy thereof is attached herewith.\*  
(Ministry of Railways O.M. No. 56-B/C/6000/Recommendation (17) dated 29-11-1957).

25 57 The Committee are in entire agreement with the recommendation of the Railway Corruption Enquiry Committee that adequate provision must be made in the Second Five Year Plan not only to make up for the arrears but also to build up sufficient assets to enable the Railways to cope with the present transport demands and the further demands that would be made by the expanding economy during the period.

47 113 The Committee observe that due to arrears of replacement of rails and sleepers as many as 1,784 miles of track are under speed restrictions. It is urgently necessary to overtake the arrears of replacement and remove these speed restrictions with the least possible delay.

The arrears of Track Renewals can only be wiped off with adequate funds and material.

2. Owing to the reduction in the Railways' Second Five Year Plan from Rs. 1480 to Rs. 1125 crores the allocation for Track Renewals has had to be reduced from Rs. 125 crores to Rs. 100 crores.

3. The steel for permanent way will have to be largely imported and therefore the actual Track Renewals will not only depend on the monetary limit but

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\*Copy not included in the report because the statement was laid on the Table of the House and is therefore already a public document.

also on the actual procurement from abroad and shipping to India. Therefore, it has been possible to include only 1600 miles of Track Renewals every year. Realisation even of this target will depend upon the receipt of Permanent Way Materials within the monetary limit.

4. Within the availability of funds and materials for Track Renewal, removal of speed restriction is done according to the needs of safety, nature of speed restriction and relative importance of lines under speed restriction amongst themselves and in comparison with those that are not actually under speed restriction but where speed restriction may become necessary.

(Ministry of Railways O.M. No. 56-B (C) 6000/Recommendation (17) dated 28th November, 1956).

63 138 The Committee recommend that the system called "the green arrow system" which used to be in operation on the old East Bengal Railway should be introduced on Indian Railways, as an experimental measure. The Committee understand that the system is being introduced from 1st April, 1956. The Committee have no

The Committee's recommendation has been noted.  
(Ministry of Railways O.M. No. 56-B (C) 6000/Recommendation (17) dated 28th November, 1956).

doubt that the experiment will be watched with great interest.

(Further information called for by the Committee).

Please intimate on which section of the Railways 'Green Arrow System' has been introduced.

(L.S.S. O.M. No. 95-EC-II/56 dated 26th September, 1957)

Before the war, a system of special transport of goods known as 'Green Arrow System' on the *ex* East Bengal Railway and 'Red Arrow System' on the *ex*. B.B. & C.I. Railway was in force, whereby the consignors could obtain at any time information by telephone as to the position with regard to movement of their consignments, and on arrival at destination, special steps were taken to inform both consignors and consignees immediately. Since, 1st April, 1956., however, a slightly different system known as 'Quick Transit System' has been introduced on Indian Railways. Transit of goods booked under this system is watched but not telephonic communication to the Head Office or to the consignors/consignees is given. A specified time for transport is also fixed and a small surcharge is collected which is refundable in case the delivery is not effected at the destination within the target time. The spirit of this Guaranteed Transport System is in fact an improvement on the 'Green Arrow System', since refund of the extra charge is envisaged now in the event of the consignments not reaching the destination within the guaranteed time.

Quick Transit Service has been introduced on the Indian Railways as detailed below :

From :	To
--------	----

*Central Railway*

- |                  |                 |
|------------------|-----------------|
| 1. Wadi Bunder.  | • Shalimar.     |
| 2. Wadi Bunder.  | • Nagpur.       |
| 3. Wadi Bunder.  | • Madras.       |
| 4. Wadi Bunder.  | • Sholapur.     |
| 5. Wadi Bunder.  | • Adoni.        |
| 6. Delhi         | • Madras.       |
| 7. Shalimar      | • Wadi Bunder.  |
| 8. Madras.       | • Wadi Bunder.  |
| 9. Madras        | • Delhi.        |
| 10. Adoni        | • Wadi Bunder.  |
| 11. Wadi Bunder  | • Kanpur.       |
| 12. Wadi Bunder  | • Secunderabad. |
| 13. Secunderabad | • Wadi Bunder.  |
| 14. Belanganj    | • Madras.       |
| 15. Madras       | • Belanganj.    |

*Eastern Railway*

- |                   |          |   |
|-------------------|----------|---|
| 1. Howrah . . .   | Asansol. | Discontinued from 15th July, 1956 due to insufficient patronising by the trade.   |
| 2. Howrah . . .   | Dhanbad. | Discontinued from 15th July, 1956 due to insufficient patronising by the trade.   |
| 3. Howrah . . .   | Gaya.    | Discontinued from 1st October, 1956 due to insufficient patronising by the trade. |
| 4. Howrah . . .   | Kanpur.  |   |
| 5. Howrah . . .   | Delhi.   |   |
| 6. Delhi . . .    | Howrah.  |   |
| 7. Kanpur . . .   | Howrah.  |   |
| 8. Gaya . . .     | Howrah.  |   |
| 9. Dhanbad . . .  | Howrah.  |   |
| 10. Asansol . . . | Howrah.  |   |

*Northern Railway*

- |                           |                        |
|---------------------------|------------------------|
| 1. New Delhi . . .        | Bombay (Carnac Bridge) |
| 2. Bombay (Carnac Bridge) | New Delhi.             |
| 3. New Delhi . . .        | Kanpur.                |



4. Kanpur . . New Delhi.
5. New Delhi . . Howrah.
6. Howrah . . New Delhi.
7. Kanpur . . Howrah
8. Howrah . . Kanpur.
9. New Delhi . . Madras.
10. Madras . . New Delhi.

*North Eastern Railway*

1. Kanpur (Anwargani) Muzaffarpur Jn.
2. Kanpur (Anwargani) Siliguri Jn.

*Southern Railway*

1. Salt Cotaurs . New Delhi.
2. New Delhi . Salt Cotaurs.
3. Salt Cotaurs . Shalimar.
4. Shalimar . Salt Cotaurs.
5. Salt Cotaurs . Wadi Bunder.
6. Wadi Bunder . Salt Cotaurs.
7. Salt Cotaurs. . Cochin Harbour Terminus.
8. Cochin Harbour  
Terminus. Salt Cotaurs.

9. Salt Cotaurs . Bangalore City.
10. Bangalore City . Salt Cotaurs.
11. Cochin Harbour  
Terminus. Mangalore
12. Mangalore . Cochin Harbour.
13. Bangalore City . Poona.
14. Poona . Bangalore City.†
15. Madras Beach . Tuticorin.
16. Tuticorin . Madras Beach.

*South Eastern Railway*

1. Shalimar . Bombay.
  2. Bombay . Shalimar.
  3. Shalimar . Nagpur.
  4. Nagpur . Shalimar.
  5. Shalimar . Tatanagar.
  6. Tatanagar . Shalimar.
  7. Tatanagar . Bombay.
  8. Bombay . Tatanagar.
  9. Tatanagar . Shalimar.
  10. Shalimar . Tatanagar.
-

- |     |          |   |   |           |
|-----|----------|---|---|-----------|
| 11. | Shalimar | . | . | Madras.   |
| 12. | Madras.  | . | . | Shalimar. |
| 13. | Shalimar | . | . | Bezwada.  |
| 14. | Bezwada  | . | . | Shalimar. |
| 15. | Shalimar | . | . | Cuttack.  |
| 16. | Cuttack  | . | . | Shalimar. |
| 17. | Cuttack  | . | . | Madras.   |
| 18. | Madras.  | . | . | Cuttack.  |
| 19. | Cuttack  | . | . | Shalimar. |
| 20. | Shalimar | . | . | Cuttack.  |

*Western Railway*

- |    |                  |   |   |                         |
|----|------------------|---|---|-------------------------|
| 1. | Bombay           | . | . | New Delhi.              |
|    | (Carnac Bridge)  |   |   |                         |
| 2. | New Delhi.       |   |   | Bombay (Carnac Bridge). |
| 3. | New Delhi        | . | . | Ahmedabad.              |
| 4. | Ahmedabad        | . | . | New Delhi.              |
| 5. | Ahmedabad.       | . | . | Bombay (Carnac Bridge). |
| 6. | Bombay           | . | . | Ahmedabad.              |
|    | (Carnac Bridge). |   |   |                         |

7. Gandhidham	.	Jaipur.
8. Jaipur	.	Gandhidham.
9. Surendranagar.	.	Jaipur.
10. Jaipur	.	Surendranagar.
11. Ahmedabad	.	Jaipur.
12. Jaipur	.	Ahmedabad.
13. Rajkot Jn.	.	Bikaner.
14. Bikaner	.	Rajkot Jn.

Further refinements in this system were also contemplated but facilities at present available do not permit their introduction. It was contemplated to introduce Teleprinter System between important marshalling yards, so as to get advance information regarding despatch of wagons and relevant particulars regarding consignor, consignee etc. but due to foreign currency difficulties, this proposal has been deferred. It was also desired to install modern electronic equipment for recording wagon movements and introducing a Central Wagon Control at the Headquarters of each Railway on the lines of the American and Canadian Railways but, here again foreign currency deters us from introducing any change. The system has, however, been studied, and when propitious times revive, we shall think of these improvements. Our existing telephone lines are already overloaded and due to frequent failures are partially ineffective. When cabling has been done, which is being implemented on Sections where A.C. traction will be introduced, the reliability of our lines of communications will improve and we may consider, if some improvements in traffic control can be made.

[Ministry of Railways O.M. No. 56-B (C)-6000/Recommendation (17) dated 2nd December, 1957].

139 As the shortage of rail transport is likely to persist for some time to come, the Committee do not envisage the abolition of the priority increase in the gap between the demand for and the

schedule in the near future. All the same, the Committee recommend that the Railway Ministry should have a time-table for gradual and progressive relaxation of controls and restrictions.

supply of rail transport. With the anticipated increase in traffic outpacing the development of rail transport capacity for some time, the difficulty of laying down a time-table as suggested will be appreciated. The operation of the Preferential Schedule is reviewed from time to time, and the schedules are revised every six months with due regard to the demands *vis-à-vis* the available capacity, to increase which steps continue to be taken. Even under the prevalent conditions, the operation of the Preferential Traffic Schedule is suspended or relaxed as and when the availability of rail transport on sub-sections permits of this. \* For instance, on the Eastern Railway, the demands are met more or less, currently during the slack traffic season and for a time the necessity for operating the Preferential Traffic Schedule does not arise.

[Ministry of Railways (O.M.) No. 56-B (C)-6000/Recommendation (17) dated 26th July, 1956].

## CHAPTER IV

### REPLIES OF THE GOVERNMENT THAT HAVE NOT BEEN FINALLY ACCEPTED BY THE COMMITTEE AND ARE BEING PURSUED.

S.No. as in the Appendix I of the 17th Report	Summary of Recommendation/ conclusion.	Government's Reply	Comments of the Committee
1	2	3	4
6	12	3	5
	<p>A systematic review of the over all speeds of Mail trains throughout the country should be undertaken by the Railway Board and schemes should be incorporated in the Second Five Year Plan with a view to ensure that the overall speeds of mail trains do not remain below 35 m.p.h. in the case of Broad Gauge trains and not below 30 m.p.h. in the case of Metre Gauge trains. These targets can easily be achieved without exceeding the maximum permissible speed of 60 m.p.h. for the BG and 45 m.p.h. for the MG.</p>	<p>The Railway Administrations have been asked to aim at achieving the targets as best and as expeditiously as possible.</p> <p>As the Estimates Committee are already aware, a combination of factors, such as the strengthening of the track, standard of signalling and interlocking and gradients determine the maximum permissible sectional speed. Within the maximum permissible the speed of each train and its overall journey time are further influenced by the hauling capacity and the maximum permissible speed of the locomotive for the load</p>	<p>Please see para 1 of chapter I.</p>

1	2	3	4	5
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of the train, the frequency and duration of halts and the number and the character of permanent and temporary engineering restrictions in force from time to time.

Consistent with the ways and means position, the track, signalling and interlocking are being progressively strengthened with a view to raising the speeds and thus also augmenting the line capacity. The attached statement 'A' outlines the position in brief, Railway-wise.

It will however be appreciated that in the very nature of things, the progress in this direction takes time, all the more so as the work has to be carried on under heavy traffic conditions.

2. As regards the other limiting factors, the position briefly stands thus :—

In view of the limited availability of coaches and locomotives and the line capacity with due regard to the necessity for maintaining and increasing the throughput of goods traffic, the number of passenger trains on the more important sections particularly is not yet adequate to permit of as much

curtailment of halts or the duration of halts in the case of mail and Express trains as might be feasible otherwise without detriment to the traffic requirements to be met. This is so despite the appreciable increase over the past few years in the daily passenger train mileage, of which the Estimates Committee are already aware.

However, a bi-weekly vested air-conditioned service, both for the third and upper classes, has been introduced from 2-10-56 between Delhi and Howrah. The maximum booked speed, the average speed and the halts of this train compare as follows with those of No. 61/62 Mail trains running between Delhi and Howrah over the same route:—

	Air-Conditioned vestibuled trains	Delhi Calcutta Mail Trains	Up Down	
			Up	Down
Maximum booked speed . . .	55 M.P.H.	52 M.P.H.	52 M.P.H.	52 M.P.H.
Average speed . .	40·4 M.P.H.	35·4 M.P.H.	34·6 M.P.H.	34·6 M.P.H.
No. of halts . .	10	18	18	19

\*Statement 'A' has been reproduced as Appendix III to this Report.



A fast train service on the same lines is expected to be provided shortly on the Delhi-Madras Central and Delhi-Bombay Central sections also.

3. At the same time, within the limitations already referred to above, efforts continue to reduce the overall journey time of the more important trains. In this connection, it may, however, be mentioned that until the completion of the extensive engineering works that have to be in progress for the strengthening of the track and signalling and interlocking standards etc., which will ultimately make for higher speeds and greater capacity, imposition of engineering restrictions during the transition period, which will be some years, is inescapable. Further as the character, frequency and the duration of engineering restrictions has necessarily to vary, the position with regard to the improvement of the overall journey time, i.e., the average speed of trains during the currency of the seasonal time-table cannot but be inconsistent i.e.,—while there may be improvement for a particular train service during

the currency of a particular seasonal time-table it may deteriorate in the following seasonal time-table or *vice-versa*. The attached Statement 'B' compares the present overall journey time and the average speeds of some of the important train services with those in force in 1939. The attached Statement 'C' also gives the comparison of some of the train services between the last three or four seasonal time-tables.

[Ministry of Railways O.M. No. 56-B(C)6000/  
Recommendation (17) dated 28-11-1956].

(Further information called for by the Committee).

While appreciating all the factors in this case, the Estimates Committee would like the Ministry to indicate by what time the target speeds suggested are to be achieved.

(L.S.S. O.M. No. 95-EC-II/56 dated 26-9-57)

There has been a general deceleration of long-distance mail trains both on the Broad and Metre Gauges, mainly due to the necessity of (i) providing extra time for engineering works in progress in the various sections for increasing the line-capacity for the movement of additional anticipated goods traffic and also for strengthening of track and bridges and improving the standards of interlocking and signalling, and (ii) attaching of extra carriages to these trains for relieving overcrowding in view of Railways' inability to introduce more trains due to paucity of line-capacity.

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\*Statements 'B' & 'C' have been reproduced as Appendices VII & VIII respectively to this Report.

The works in connection with the strengthening of track and bridges and the improvement of the standard of signalling and interlocking, which are in hand or under contemplation, are programmed on a long term basis and, therefore, are expected to take some appreciable time for completion. In this connection, it may be pointed out that even those works which have been taken in hand have received a temporary setback due to the delay in the receipt of requisite materials. Every effort is, however, being made, consistent with the availability of funds and materials, to complete these works within the period programmed for *viz.* the end of Second Five Year Plan.

It is, therefore, difficult to specify any date by which it would be feasible for the Railways to attain the target speeds fixed by the Committee. It would not be out of place to mention that in view of overcrowding we have, as a matter of policy, laid special emphasis on the increase of loads of Passenger Trains and have laid the following limits of loads and speeds :

(a) Maximum sustained speed  
(M.P.H.) 60 55 50 45 40 35 30

(b) Loads for 'WP' class of engines  
12 13 14 17 20 .. ..  
— — — — — — —  
540 585 630 765 900

(c) Loads for 'YP' class of engines  
.. .. 12 14 16 18  
.. .. 360 420 480 540

This involves engines working to maximum efficiency, all the time, which is difficult to ensure all the time, and, therefore, an additional margin has to be provided in the Time Table for punctual running.

[Ministry of Railways O. M. No. 56-B (C) 6000/ Recommendation (17) dated 22-11-1957].

A systematic review of halts of important trains at big stations suggested in the concluding portion of the recommendation is being made.

Even the existing maximum speed of 60 m.p.h. for B.G. and 45 m.p.h. for M.G. track in the country is lower than that laid down in some of the foreign countries like the U.S.A., U.K., Canada,

The Ministry has been asked to furnish time-tables of the 14 trains referred to in their latest reply, as in force on 1.4.1950. the existing one and the one to come into force on 1.4.1959 for facility of comparison.

France and Germany. As any substantial increase in the maximum permissible speed over the main line routes will cost heavy expenditure, the Committee do not recommend this course for the present. The Committee were glad to learn that the question of increasing the maximum permissible speed over certain main line routes by improved maintenance and without incurring heavy expenditure and thereby increasing the speeds of mail trains was under examination of the Railway Ministry. The Committee would comment upon the question in a subsequent report. Meanwhile, the Committee would suggest that a systematic review of halts of important trains at big stations should be taken by the Railway Administrations to see as to what extent these halts could be curtailed.

(Further information called for by the Committee).

[Ministry of Railways O. M. No. 56-B (C) 6000/Recommendation (17) dated 1-11-1956].

The duration of halts provided for the long distance mail/express trains is the minimum considered necessary

Information as to the result of the review of halts of important trains at big stations so far made, may be furnished.

(L.S.S. O.M. No. 95-EC-II/56 dated 26-9-1957).

consistent with operating and traffic requirements, such as water for locos, engine changing, crossings, attachment and detachment of slip coaches, maintenance of connections, adequate time for loading and unloading parcels, requirements of passengers for meals etc. and watering for carriages. The Board have recently decided to withdraw dining cars from some of the fast long distance trains on certain sections, which has resulted in the provision of adequate time for requirements of meals etc. Generally, halts of longer duration are not provided for long distance mail express trains unless it is absolutely considered essential due to operational or other causes.

2. The Railway Administrations undertake a review of the position at the time when the question of the revision of Time Tables, which come into force from April and October every year, is taken up. Every effort is made, consistent with the requirements referred to in para 1 above, to reduce duration of the halts and also eliminate those halts,

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which are not justified from the traffic point of view. In the Time Table which came into force from 1-10-1957, the Southern and Western Railways have reduced the duration of halts of certain trains at some important junction stations.

3. The attention of the Railway Administrations is again being specially drawn to the recommendation of the Committee so as to make as much reduction as feasible in the Time Table to come into force from 1-4-1958 and in the subsequent Time Tables.

[Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 22-11-1957].

The following are the details of the expected reduction in the overall journey time of train services on the Bhavnagar and Rajkot Divisions, which will be reflected in the Time Table to come into force with effect from 1-4-1958.

(Further information called for by the Committee).

What would be the likely reduction in overall journey time of passenger trains in Rajkot and Bhavnagar Divisions with effect from 1-4-1958?

(L.S.S. O.M. No. 95-EC-II/56 dated 7-11-1958)

Approximate  
saving in  
journey  
time ex-  
pected, in  
the April,  
1958

S. Train No. Running between  
No. Table.

		from	to	mts.
1.	25 Up Mail	Bhavnagar	Surendranagar	35
2.	26 Dn Mail	Surendranagar	Bhavnagar	35
3.	27 Up Expr.	Bhavnagar	Surendranagar	45
4.	28 Dn Expr.	Surendranagar	Bhavnagar	50
5.	23 Up Som- nath Mail	Veraval	Ahmedabad	120
6.	24 Dn Do.	Ahmedabad	Veraval	85
7.	37 Up Mail	Veraval	Rajkot	87
8.	38 Dn Mail	Rajkot	Veraval	85
9.	35 Up Kirti Express	Porbander	Rajkot	145
10.	36 Dn Do.	Rajkot	Porbander	80
11.	29 Up Fast Passenger	Bhavnagar	Okha	55
12.	30 Dn. Do.	Okha	Bhavnagar	70
13.	353 Up Fast Passenger	Veraval	Khijadiya	70



1	2	3	4	5
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12 28(i)

The Committee understand that the following proposals regarding the running of Janata trains are under consideration :

(i) Increased frequency of the Janata trains between Madras & Bombay V.T. from bi-weekly to tri-weekly; and

(ii) Introduction of a bi-weekly Janata train between Bombay and Allahabad, Bombay, and Bezwada, Bombay Central and Delhi and Delhi and Ahmedabad (MG).

The Committee recommend that these proposals should be implemented as soon as possible. They also recommend that the question of introducing a through Janata Express between Bombay and Saurashtra (with suitable prompt connection at the break-of-gauge points) and between Bombay and Howrah be examined.

14. 354 Dn. Do. Khijadiya . Veraval 90  
(Ministry of Railways O.M. No. 56-B(C)6000/  
Recommendation (17) dated 5-2-1958).

In order to make the journey of long-distance third class passengers more convenient and comfortable, fast trains known as 'Janata Express' trains, consisting entirely of third class accommodation have been provided on important sections of the different railways. There are at present 16 Janata Express trains running on the broad and metre gauge systems.

2. The need for the introduction of Janata Express trains on the sections indicated below, and also for increasing the less-than-daily frequency of some of the existing services is recognised :—

(i) *Additional Janata Express Trains proposed to be introduced.*

#### BROAD GAUGE

Sections on which the Frequency of Janata Express trains are service.

proposed to be introduced.

<u>(a) Bombay-Central-Delhi</u>	<u>Daily.</u>
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Sections on which the Janata Express trains are proposed to be introduced.

<u>(b) Howrah-Nagpur (which can possibly be extended to and from Bombay).</u>	<u>Daily.</u>
(c) Bombay-Allahabad	Bi-weekly.
(d) Bombay-Bezwada	Bi-weekly.

*METRE GAUGE.*

(e) Delhi-Ahmedabad	Daily.
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(ii) *Increasing frequency of existing services :*

<u>Sections on which at present running frequency</u>	<u>Existing frequency</u>	<u>Proposed frequency</u>
Bombay-Madras	Bi-weekly.	Tri-weekly.

3. The following factors, however, militate against the implementation of the above proposals at present:—

(a) *Inadequate line capacity*

The existing line capacity available on many sections of the Railways is already being fully utilised specially due to the increasing goods traffic which is expected to increase further with the operation of the Second Five Year Plan. The introduction of additional Janata Express trains will, therefore, be at the cost of goods traffic, which is not desirable. Works for the development of line capacity either in progress or under contemplation are expected to take some time to materialise.

(b) *Inadequacy of coaching stock and locomotives*

There is an acute shortage of coaching stock and locomotives both on the Broad and Metre Gauges. Steps have been and are being taken to procure more and more coaching stock and locomotives to augment the existing resources on the various railways.

4. From 1-7-56, the Delhi-Madras Janata Express, which was a tri-weekly service, was converted into a daily service. It has also been decided, with effect from 1-10-56, to introduce a daily Janata Express train between Bombay Central and Delhi. It is also proposed to consider the feasibility of the introduction of a Janata Express train between Delhi and Ahmedabad on or about 1st April, 1957 depending upon the availability of coaching stock and locomotives at the time.

5. In regard to the running of the Janata Express train between Bombay and Saurashtra with suitable metre gauge connections suggested by the Committee, it is pointed out that No. 303 Down, 307 Down and 347 Down Passenger trains run from Bombay Central to Viramgam and maintain connections at Viramgam with the metre gauge trains. A recent census has revealed that there is no traffic justification for running an additional train between Bombay and Saurashtra.

The desirability of running these Janata trains with suitable metre-gauge connections will, however, be considered

when adequate coaching stock and locomotives become available.

(Ministry of Railways O.M. No. 56-B-(C):6000/Recommendation (17) dated 28-11-56).

14 28(ii)

The Committee recommend that the Research Centres of the Railways should concentrate on devising some cheap method by which some degree of cooling can be effected in the third class compartments. Efforts should also be made to provide dust-free ventilation in third class carriages.

(Further information called for by the Committee)

Please furnish a copy of the reference made to the Research Unit and the progress made thereon by the latter.

The Committee's recommendation is being remitted to the Research units.

(Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 27-9-56)

The Committee propose to pursue the matter when considering the reply to Recommendation 14 of the Thirty-third Report.

A copy of Railway Board's letter \*No. 56-B(C) 6000/Recommendation (17) dated 27th September '56 to the Director Railway Testing and Research Centre, Lucknow is at Appendix VII. As regards the progress made attention is invited to the

remarks\*\* sent by this Ministry against recommendation No. 14 of the 33rd Report of the Estimates Committee.

(O.M. No. 56-B(C) 6000/Recommendation (17) dated 28-10-57).

This aspect of operation is under constant review. Please see para 3 of Chapter I.

[Ministry of Railways O.M. No. 56-B(C)-6000/ Recommendation (17) dated 27-9-56]

(L.S.S. O.M. No. 95-EC II/56, dated 26-9-1957).

As the Railways are not getting the best mileage out of the engines both on the B.G. as well as on the M.G. the Committee recommend that the Railway Ministry should immediately investigate the reasons for low mileage obtained from the engines both on B.G. and M.G. and take prompt measures to see that the mileage obtained out of the B.G. and M.G. engines for various services, improves. To start with, the target of best performance since 1938-39 should be arrived at and achieved within one year, after which the question of revising the targets still further might be considered.

**\*Remarks against Recommendation No. 14 of the 33rd Report.**

Nothing short of complete air-conditioning will solve the twin problems of heat and dust. Complete insulation against dust without air-conditioning would lead to suffocation. Pressure ventilation and humidifying equipment was tried some years back with a view to evolving a cheap method for producing cool and dust free air for class III compartments but without success. Recently air conditioned class III coaches have been introduced and the economics of the amenity will be studied. Meanwhile, it does not appear worthwhile making any attempt to design a cheaper method of air conditioning consistently with the requirements of comfort and health. However, an effort has been made to exclude dust from class III Coaches by providing rubber sealing strips along the bottom edge of the doors to seal off the most vulnerable dust inlet and to that end instructions have been issued to Railway Administrations.

\*\*Copy of letter has been reproduced as Appendix IX to this Report.

*Further information called for, by the Committee.*

It is observed that there is an all round fall in figures of engine miles per engine day except for the figures of mixed engine steam (B.G.) in view of this what steps have been taken to improve the engine usage?

(L.S.S. No. 95-EC-11/56, dated 26-9-57)

The figures of engine miles per day per engine in use (steam) are given below:—

<i>Engine miles per day per engine in use</i>			
		B.G.	M.G.
Passenger	.	1954-55 166	128
	.	1955-56 164	128
	.	1956-57 165	129
Goods	.	1954-55 94	85
	.	1955-56 94	85
	.	1956-57 93	82
Mixed	.	1954-55 114	101
	.	1955-56 121	103
	.	1956-57 123	97
All Services	.	1954-55 112	103
	.	1955-56 111	103
	.	1956-57 110	102

*Engine miles per day per engine on line (steam)*

	B.G.	M.G.
1954-55	85	76
1955-56	84	77
1956-57	83	76

While there has been some improvement in the figures of engine miles per day per engine in use on passenger services, on B.G. and M.G. during 1956-57

there has been a slight decrease in the figures for goods services. The figures for engine miles per engine on line also show a decrease in 1956-57.

Engine usage is mainly governed by the density of traffic, line capacity and the facilities available at terminals and marshalling yards to handle trains and engines expeditiously. Although, some additional facilities have been provided in some yards recently, the increase in traffic has been such that without large scale remodelling of marshalling yards, improvement of line capacity and provision of facilities at terminals, it will not be possible to obtain the maximum use of engines available. The facilities required are being progressively developed under the Second Five Year Plan within the funds available. It should also be pointed out that the large number of engineering works in progress for rehabilitation and for the provision of additional facilities necessitate imposition of speed restrictions on important routes and these restrictions also affect the engine miles.

The Railway Board and Railway Administration are fully alive to the necessity of improving the engine utilisation and some of the more important measures taken for improved engine utilisation, are indicated below:—

- (a) Extended runs of engines cutting out intermediate halts;
  - (b) Reduction of time in shed and shops by intensive supervision;
  - (c) Running of goods trains on link paths to scheduled timings;
-



(d) Intensive and day-to-day supervision both in sheds and on line by supervisory staff as well as by officers, particularly in regard to late starts of locomotives from sheds and detention to incoming and outgoing locomotives in the yards.

The percentage of engines under repairs is as follows :—

*Percentage of engines under or awaiting repairs in Railway sheds and workshops*

84

B.G.		M.G.	
Rly. Sheds	Shops	Rly. Sheds	Shops
1954-55	12.0	5.35	9.01
1955-56	11.5	5.26	8.75
1956-57	11.14	4.63	9.48

1954-55 . . . 12.0 5.35 9.01 7.30  
 1955-56 . . . 11.5 5.26 8.75 6.69  
 1956-57 . . . 11.14 4.63 9.48 6.43

(Ministry of Railways O.M. No. 56-B(C)6000/Recommendation (17) dated 16-12-1957).

The Committee recommend that the Ministry of Railways should examine the feasibility of providing sliding doors in the roofs of covered wagons so that the wagons may be utilised for coal loading in the mechanical coal loading plants on their outward trips from the coal fields and can also be utilised for loading general goods on their return trips to the coal fields, thereby reducing the empty wagon haulage on the B.G.

*(Further information called for by the Committee)*

What is the position regarding sliding roofs in wagons on Foreign Railways.

*(L.S.S. O.M. No. 95-EC-11/56 dated 26-9-57)*

The Committee's suggestion has been investigated several times but the efficient maintenance of sliding roofs was not found practicable. Increased use of open wagons covered with tarpaulins, however, progressive.

*(Ministry of Railways O. M. No. 56-B (C) 6000/Recommendation (17) dated 27-9-1956)*

*Please see para 4 of Chapter I.*

The Committee suggest that an experiment on a limited scale may be carried out. (Since the finalization of this report the Ministry of Railways have supplied further information stating that an experiment on a limited scale was carried out on the South Eastern Railway which proved unsuccessful. In view of this the Committee do not propose to ~~from page~~ <sup>point</sup> their

The possibility of introducing a covered wagon with a sliding roof was first mooted sometime in 1940 with a view to utilise the covered wagons fully in both directions. At that time the percentage of open wagons available was very small and covered ones were being utilised for loading coal. When compared to 1940, the percentage of open wagons to the total general service wagons has improved considerably and our present lines of thought now centre round increasing the percentage of opens further. Unlike the olden days, a considerable quantity of coal is now loaded in open wagons and to encourage utilisation of opens, we are also carrying food grains and other commodities (which at one time were carried only in covered wagons) in the open wagons suitably protected by

tarpaulins. The covered wagon with sliding roof is of very limited application being of special benefit where mechanical loading in bulk of commodities like grain, cement etc. is undertaken in considerable quantities. Such bulk loading also envisages mechanical unloading at the other end (like car shakers or other allied equipment). At present excepting for coal and ores there are no other commodities, which are loaded in bulk and in considerable quantities by a single customer or to a single destination justifying mechanical handling both at loading and unloading ends.

While the evolution of a covered wagon with a sliding roof may be of some practical benefit when the need for this arises out, immediate necessity in connection with handling the traffic for the Second Five Year Plan is for high capacity wagons of conventional designs and the Design Office is now fully occupied on this work.

In view of the above circumstances, the evolution of the covered wagon with a sliding roof is being shelved for the present to en-

able the more urgent problems, in connection with moving heavier loads and longer trains, to be tackled.

[Ministry of Railways O.M. No. 56-B(C)  
6000/Recommendation (17) dated 22-11-57]

(Further information called for by the  
Committee).

What is the position regarding sliding roofs in wagons on foreign Railways?  
(L.S.S. O.M. No. 95-EG.11/56 dated 7-1-1958).

"Information so far indicated that wagons with sliding roofs are used in mid-European countries in limited numbers to transport special goods which can be or are handled by overhead mechanical handling equipment.

Such special-purpose wagons are used principally in Germany where they were designed and it is also learnt that a small fleet has recently been ordered by Societe Nationale Chimin-De-Fer for use in France.

Since the provision of sliding roof is closely linked with the use of mechanical overhead handling equipment for loading and/or unloading and as the rainfall in Europe is not of the same torrential type as in India the benefits of adopting such wagons with sliding roofs for use in India are problematic."

[Ministry of Railways O.M. No. 56-B(C)  
6000/Recommendation (17) dated 21-2-1958]

The Committee feel that there is considerable scope for formation of block

This can be done only after the Railways take over actual coal allocation.

Please see para 5 of Chapter I.

1	2	3	4	5
		loads for long destinations specially in the case of coal traffic.		
८०	129-132	<p>The Committee understand that certain proposals for mechanical handling of bulk cargo at Madras and Calcutta Ports are under consideration and recommend that the question of providing similar facilities in Bombay Port as well as some of the important intermediate Ports like Bhavnagar Bedi etc. may be examined.</p> <p>(Further information called for by the Committee)</p> <p>Please state if the Ministry of Transport have since furnished their comments and, if so, a copy thereof may be forwarded.</p> <p>(L.S.S. O. M. No. 95-E. C. II/56 dated 29-9-1957).</p>	<p>[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation(17) dated 27-9-1956].</p> <p>The subject matter of the recommendation pertains to the Ministry of Transport to whom it has been referred for consideration and suitable action.</p> <p>[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation(17) dated 27-10-1957].</p>	<p>Reply of the Ministry of Transport and Communications is still awaited.</p>
		<p>As the subject matter of the recommendation pertained entirely to the Ministry of Transport, the recommendation was referred to that Ministry for consideration and suitable action. The comments of the Ministry of Transport were not called for by the Ministry of Railways.</p> <p>It is suggested that the particulars of action taken in this context may please be obtained direct from the Ministry of Transport and Communications.</p> <p>[Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation(17) dated the 29-11-1957].</p>		

The Committee are of the opinion that the entire position regarding the various restrictions imposed by the State Governments on the road traffic should be carefully reviewed and should be relaxed to the maximum extent so that wherever the rail transport is inadequate, advantage can be taken of road transport, care being taken that road transport does not enter into any unhealthy competition with the Railways now or at a later stage.

An extract of this recommendation has been forwarded to the Ministry of Transport for information and necessary action, as that Ministry deals with this subject.

[*Ministry of Railways O.M. No. 56-B(C) 6000/Recommendation (17) dated 1-11-1956*].

As the matter has been dealt with exhaustively in the subsequent report on the Ministry of Transport, it is not proposed to follow this subject here.

NEW DELHI;

*The 28th March, 1958.*

BALVANTRAY G. MEHTA,

*Chairman,*

*Estimates Committee.*

# APPENDIX I

Railways	Daily passenger train mileage on			
	1-10-1939		1-4-1956	
	B.G.	M.G.	B.G.	M.G.
Central . . . .	35,253	3,424	38,596	3,988
Eastern . . . .	24,542	..	35,980	..
South-Eastern . . . .	17,713	..	18,605	..
North-Eastern . . . .	..	27,565*	..	37,477
Northern . . . .	39,907	8,282	47,716	9,954
Southern . . . .	20,849	36,169	23,709	39,547
Western . . . .	12,290	15,836*	18,783	24,709
TOTAL . . . .	1,50,554	91,276	1,83,389	1,15,675

\*Excludes the figures of the Gondal Region of the Western Railway and North Bank Traffic of the North-Eastern Railway.

## APPENDIX II

*Statement showing the figures of loading during the period 1954-55 and 1955-56 on B.G. and M.G.*

Month	Broad Gauge		Percentage increase	Metre Gauge		Percentage increase
	1954-55	1955-56		1954-55	1955-56	
November	.	.	.	217,456	239,947	
December	.	.	.	246,500	279,999	
January	.	.	.	261,997	289,980	
February	.	.	.	242,404	278,833	
March	.	.	.	255,453	298,511	
April	.	.	.	233,034	270,194	
May	.	.	.	219,972	256,643	
June	.	.	.	206,828	233,348	
July	.	.	.	217,606	226,054	
TOTAL	3,565,280	3,835,843	+7.6	2,101,250	2,373,509	+13



# APPENDIX III

## Statement showing the Transshipment Quotas

S. No.	Transshipment point	Transshipment quotas fixed during the years			
		1953	1954	1955	1956 (effective from 1-11-56)
1	Agra East Bank . . .	77	77	Free	Free
2	Arkonam . . .	40	40	45	80
3	Barabanki . . .	30	30	50	Free
4	Bhagalpur . . .	25	25	38	70
5	Guntakal . . .	30	30	50	60
6	Ghorpuri . . .	60	70	85	Free
7	Hotgi . . .	20	20	25	30
8	Khandwa . . .	9	9	15	30
9	Manmad . . .	20	20	30	Free
10	Mokameh . . .	120	135	110	170
11	Manduadih . . .	60	75	180	200 (Smalls free)
12	Sabormati . . .	120	120	140	170
13	Sakrigali-Ghat . . .	36	36	45	75
14	Viramgam . . .	50	50	95	120
15	Bareilly . . .	20	30	30	50
16	Sawai Madhopur . . .	20	30	50	75

## APPENDIX IV

*Statement showing the maximum permissible speed in force prior to and with effect from 1-10-1957, over certain sections*

Section	Maximum speed prior to 1-10-1957	Maximum speed from 1-10-1957
	mph	mph
Viramgam-Surendranagar . . . . .	40	45
Surendranagar-Rajkot . . . . .	25	35
Rajkot-Okha . . . . .	25	35
Dhapa-Kunkavar . . . . .	20	30
Chalala-Jhar . . . . .	15	20
Junagadh-Visavadar . . . . .	15	20
Ranpur-Botad . . . . .	25	40
Sabarmati 'D' Cabin to mile 6½ . . . . .	15	20

# APPENDIX V

*Statement showing acceleration affected from 1-10-1957 on Ex-Saurashtra Railway*

Train No.	Running between			Journey time prior to 1-10-57		Journey time from 1-10-57		Acceleration effected	
	1	2		3	4	5			
38]Dn Mail (Old No. 338 Dn.)	.	.	.	.	.	.	.	.	.
37 Up Mail (Old No. 337 Up)	.	.	.	.	.	.	.	.	.
40 Dn Mail (Old No. 340 Up)	.	.	.	.	.	.	.	.	.
39 Up Mail (Old No. 339 Up)	.	.	.	.	.	.	.	.	.
29 Up F/Pass (Old No. 563 Up)	.	.	.	.	.	.	.	.	.
30 Dn F/Pass (Old No. 564 Dn)	.	.	.	.	.	.	.	.	.

36 Dn Kirti Express (Old No. 336 Dn.)	.	.	Mehsana—Porbander	.	19 23	18 55	00 28
401 Up F/Mixed (Old No. 675 Up)	.	.	Okha—Mehsana	.	32 45	29 55	02 50
402 Dn F/Mixed (Old No. 676 Dn)	.	.	Mehsana—Okha	.	31 50	31 05	00 45
407 Up F/Mixed (Old No. 681 Up)	.	.	Porbander—Jamnagar	.	11 15	10 15	01 00
408 Dn F/Mixed (Old No. 682 Dn)	.	.	Jamnagar—Porbander	.	10 10	09 20	00 50
403 Up Passenger (Old No. 677 Up)	.	.	Jamnagar—Rajkot	.	04 30	03 45	00 45
404 Dn Passenger (Old No. 678 Dn)	.	.	Rajkot—Jamnagar	.	04 35	03 35	01 00
24 Dn Son. Mail (Old No. 342 Dn)	.	.	Ahmedabad—Veraval	.	18 50	10 30	00 20
277 Dn F/Mixed (Old No. 571 Up)	.	.	Botad—Surendranagar	.	05 10	04 20	00 50
278 Dn F/Mixed (Old No. 572 Dn)	.	.	Surendranagar—Botad	.	06 05	04 15	01 50
295 Up Passenger (Old No. 595 Up)	.	.	Dhandhuka—Ahmedabad	.	06 06	05 51	00 15
296 Dn Passenger (Old No. 596 Dn)	.	.	Ahmedabad—Dhandhuka	.	06 15	05 55	00 20
333 Up Mixed (Old No. 623 Up)	.	.	Porbander—Dhola Jn.	.	16 15	15 25	00 50
334 Dn Mixed (Old No. 624 Dn)	.	.	Dhola Jn—Porbander	.	16 25	15 15	01 10
293 Up RM Express (Old No. 593 Up)	.	.	Botad—Sabarnati	.	06 53	06 00	00 33
294 Dn RM Express (Old No. 594 Dn)	.	.	Sabarnati—Botad	.	07 40	06 10	01 30
339 Up RM Express (Old No. 627 Up)	.	.	Veraval—Rajkot	.	08 50	08 25	00 25

1	2	3	4	5
340 Dn RM Express (Old No. 628 Dn)	. . Rajkot—Veraval	H.M. 13 05	H.M. 08 55	H.M. 04 10*
274 Dn RM Express (Old No. 568 Dn)	. . Surendranagar—Bhavnagar	. 09 15	09 05	00 10
273 Up RM Express (Old No. 567 Up)	. . Bhavnagar—Surendranagar	. 07 50	07 25	00 25

\*By curtailing long halts at Junagadh and Jetalsar.

## APPENDIX VI

*Statement showing a gist of the position on each Railway with regard to the strengthening of the track and the raising of the standards of signalling and interlocking, etc.*

Railway	Gist of the position
1	2
<b>Central</b>	<p>An extensive programme of relaying the track has been included in the Second Five Year Plan and it is being progressed as expeditiously as feasible.</p> <p>On a programmed basis, the standards of signalling and interlocking at stations on the Nagpur-Itarsi, Wardha-Balharshah, Balharshah-Kazipet-Bezwada sections are also in the process of being raised.</p>
<b>Northern</b>	<p>The strengthening of the track on a number of sections is in progress to permit of a maximum permissible speed of 60 m.p.h. for WP class of engines. The interlocking at certain stations is also being raised from standard I or II to standard III so that trains may be permitted to run through at unrestricted speeds. More sections will be taken in hand for the purpose as the resources permit.</p>
<b>North-Eastern</b>	<p>Work for complete rehabilitation of all trunk lines is fully provided for in the Second Five Year Plan in which track renewals of 1064 miles, rail renewals of 862 miles, costing Rs. 12.7 crores, and bridge rehabilitation, costing Rs. 3.49 crores, are included. With the completion of this programme it would be feasible to achieve a speed of:—</p> <ol style="list-style-type: none"> <li>(a) 45 miles per hour over the entire trunk and main line routes;</li> <li>(b) 45 miles per hour on important branch lines and 30 miles per hour on unimportant branch lines which at present can only take lighter type of engines.</li> </ol>
<b>Southern, South-Eastern</b>	<p>The strengthening of track and the raising of the standard of signalling and interlocking of the more important sections have been provided for in the Second Five Year Plan.</p>

1

2

**Western**

On the Broad gauge it is proposed to provide Standard II and Standard I interlocking on a programmed basis on the following sections:

- (a) Gangapur City-Sawai Madhopur During 1956-57
- (b) Sawai Madhopur-Nagda . . . During 1957-58
- (c) Baroda-Godhra . . . . . During 1957-58
- (d) Ahmedabad-Viramgam . . . . . During 1958-59
- (e) Surat-Jalgaon (Standard I only) . During 1956-57
- (f) Anand-Godhra (Standard I only) During 1956-57

On the Khandwa-Ajmer section of the Ajmer Region the work of providing isolation of running lines is in progress. On the Gondal Region, works for strengthening of track and bridges have been programmed for, on certain sections they have already been completed and on the others they are in progress. It is also proposed to provide Standard I interlocking on the following Metre Gauge sections on a programmed basis:

Surendranagar-Rajkot	(Work is in progress 1956-57)
Mehsana-Surendranagar	} 1957-58
Rajkot-Jamnagar	
Sabarmati-Botad	
Rajkot-Jetalsar	1957-58 and 1958-59

## APPENDIX VII

*Statement showing comparison of the present overall journey times and average speeds of some of the important Mail and Express trains with those in force in 1939*

Train No.	Running between	1939		Current	
		Overall Journey time	Average speed m.p.h.	Overall Journey time	Average speed m.p.h.
		H. M.	H. M.	H. M.	
1. 61 Up Mail	. . . Delhi—Howrah	25 35	34.9	25 15	35.4
2. 62 Dn Mail	. . . Delhi—Howrah	20 08	34.3	25 50	34.7
3. 65 Up Express	. . . Delhi—Howrah	34 00	26.3	32 25	27.7
4. 66 Dn Express	. . . Delhi—Howrah	34 37	25.8	32 20	27.7
5. 16 Up G.T. Express	. . . Delhi—Madras	47 43	28.5	43 30	31.3
6. 15 Dn G.T. Express	. . . Delhi—Madras	47 52	28.5	44 15	30.9
7. 10 Up Mail	. . . Bombay—Madras	31 40	25.1	31 30	25.2
8. 9 Dn Mail	. . . Bombay—Madras	32 40	24.3	32 20	24.5



# APPENDIX VIII

Statement showing comparison of the present overall journey time of certain trains with those in 1939

Between	1939	H. M.	H. M.	H. M.	From 1-10-55	From 1-4-56	From 1-10-56
<b>Delhi—Howrah</b>		H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
(Distance Via Main line 943 Miles)							
66 Dn. Express (Old No. 12)	.	.	.	.	34 37	33 05	32 20
<b>Delhi — Madras</b>							
(Distance 1361 Miles)							
15 Dn G.T. Express (Old No. 49)	.	.	.	.	47 52	46 35	44 15
16 Up G.T. Express (Old No. 50)	.	.	.	.	47 43	44 55	43 30
<b>Bombay—Madras</b>							
(Distance 794 Miles)							
10 Up Mail (Old No. 10)	.	.	.	.	32 40	33 45	32 20
11 Dn Express (Old No. 35)	.	.	.	.	26 50	28 45	28 05
12 Up Express (Old No. 36)	.	.	.	.	26 35	30 20	29 30
<b>Bombay—Howrah via Allahabad</b>							
(Distance 1341 Miles)							
5 Up Mail (Old No. 3)	.	.	.	.	37 22	39 40	39 15

## APPENDIX IX

*Copy of Government of India, Ministry of Railways, Railway Board letter No. 56-B (C) 6000/Recommendation (17) dated 27th September, 1956 from Shri D. U. Rao, Joint Director, Finance (B) Railway Board to the Director, Railway Testing & Research Centre, Alam Bagh, Lucknow.*

**SUB:—Action taken on the recommendations/conclusions contained in the 17th Report of the Estimates Committee on Railways.**

Extracts of Recommendation No. 13 and 14 arising from the 17th Report of the Estimates Committee on "Operation on Indian Railways" were sent to you on 9-4-56 (copy enclosed for ready reference) for your remarks which are still awaited. In the meantime, the Board have taken the following decisions in respect of these two recommendations :—

**Item 13 :**

**"The Committee's conclusion is noted".**

**Item 14**

**"The Committee's recommendation is being remitted to the Research units".**

**2. With reference to Item 14, kindly furnish your considered remarks at your earliest convenience.**

## APPENDIX X

*Analysis of the action taken by Government on the recommendations contained in 17th Report of the Estimates Committee (first Lok Sabha)*

1. Total number of recommendations made . . . . .	67
2. Recommendations accepted fully by Government. . . . .	
No. . . . .	52
Percentage to total. . . . .	77·5% Approx.
3. Recommendations accepted by the Government partly or with some modifications . . . . .	
No. . . . .	4
Percentage to total. . . . .	6%
4. Recommendations not accepted by the Government but replies in respect of which have been accepted by the Committee . . . . .	
No. . . . .	2
Percentage to total. . . . .	3%
5. Recommendations not accepted by Government and pursued by Committee (including those which are still under consideration by Government) . . . . .	
No. . . . .	9
Percentage to total. . . . .	13·5%