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**STANDING COMMITTEE
ON RAILWAYS
(1996-97)**

ELEVENTH LOK SABHA

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

**SAFETY MEASURES AND MAINTENANCE
OF ASSETS IN RAILWAYS**

*Action taken by Government on the Recommendations contained
in the 19th Report of the Standing Committee on Railways on
'Safety Measures and Maintenance of Assets in Railways'*

THIRD REPORT



सत्यमेव जयते

**LOK SABHA SECRETARIAT
NEW DELHI**

November, 1996/Kartika, 1918 (Saka)

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(ELEVENTH LOK SABHA)

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LOK SABHA SECRETARIAT
NEW DELHI

November, 1996/Kartika, 1918 (Saka)

STANDING COMMITTEE ON RAILWAYS

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(Tenth Lok Sabha) 47

COMPOSITION OF THE STANDING COMMITTEE ON RAILWAYS
(1996-97)

Shri Basudeb Acharia — *Chairman*

MEMBERS

Lok Sabha

2. Shri Ram Naik
3. Shri Jagdambi Prasad Yadav
4. Shri Satya Deo Singh
5. Shri Anand Ratna Maurya
6. Shri Dharendra Agarwal
7. Shri Ashok Sharma
8. Dr. Sahebrao S. Bagul
9. Dr. Ramvilas Vedanti
10. Shri Priya Ranjan Das Munsri
11. Shri Ashok Gehlot
12. Shri Nandi Yelliah
13. Shri K.P. Singh Deo
14. Km. Sushila Tiriya
15. Shri Imchalemba
16. Shri V. M. Sudheeran
17. Shri Qamarul Islam
18. Shri Chun Chun Prasad Yadav
19. Shri Raja Rangappa Naik
20. Shri P. Theertharaman
21. Shri Ram Singh Shakya
22. Shri K. Parasuraman
23. Shri K.P. Naidu
24. Shri Narayan G. Athawalay

25. Shri Sukh Lal Khushwaha
26. Shri Ram Bahadur Singh
27. Vacant*
28. Dr. Prabin Chandra Sarma
29. Shri E. Ahamed
30. Shri S. Bangarappa

Rajya Sabha

31. Shri Dronam Raju Satyana Rayana
32. Vacant**
32. Shri Balbir Singh
34. Shri W. Angou Singh
35. Shri Shivajirao Giridhar Patil
36. Shri Gopalsinh G. Solanki
37. Dr. Ishwar Chandra Gupta
38. Smt. Malti Sharma
39. Shri Nagmani
40. Shri Rahas Bihari Barik
41. Dr. (Shrimati) Chandrakala Pandey
42. Shri S. Niraikulathan
43. Shri K.M. Saifullah
44. Shri Tridib Chowdhuri

SECRETARIAT

- | | |
|-------------------------|-------------------------------|
| 1. Shri S.N. Mishra | — <i>Additional Secretary</i> |
| 2. Smt. Roli Srivastava | — <i>Joint Secretary</i> |
| 3. Shri R.C. Gupta | — <i>Deputy Secretary</i> |
| 4. Smt. Anita Jain | — <i>Assistant Director</i> |

* Vacancy caused due to death of Sh. Basant Singh Khalsa, M.P. on 21.10.1996

**Shri S.S. Surjewala ceased to be the member of the Committee w.e.f. 22.08.1996.

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (1996-97) having been authorised by the Committee to present the Report on their behalf, present this Third Report on Action Taken by Government on the recommendations/observations contained in their Nineteenth Report on 'Safety Measures and Maintenance of Assets in Railways.'

2. The Nineteenth Report was presented to Lok Sabha on 06 March, 1996 and contained 28 recommendations/observations. Replies of the Government to all the recommendations contained in the Report were received on 2 July 1996 and 8 August, 1996 and were considered by the Committee on 06 November, 1996.

3. The Committee considered and adopted the Third Report at their Sitting held on 06 November, 1996.

4. An analysis of the Action Taken by the Government on recommendations/observations contained in the Nineteenth Report (Tenth Lok Sabha) of the Committee is given in Appendix II.

NEW DELHI;
19 November, 1996
9 Kartika, 1918 (Saka)

BASUDEB ACHARIA,
Chairman,
Standing Committee on Railways.

CHAPTER I

REPORT

This Report of the Standing Committee on Railways (1996-97) deals with the action taken by the Government on the recommendations and observations contained in the Nineteenth Report of Standing Committee on Railways (1995-96) (Tenth Lok Sabha) on 'Safety Measures and Maintenance of Assets in Railways' which was presented to Lok Sabha on 6th March, 1996. The Report contained 28 recommendations/observations.

2. The Action Taken notes have been received from Government in respect of all the 28 recommendations/observations contained in the Report. These replies have been broadly categorized as follows:

- (i) Recommendations/Observations which have been accepted by the Government

Paras 97, 104, 106, 108, 110, 111, 112, 114, 116, 121, 122, 123 and 124.

- (ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies

Paras 99, 100, 101, 107 and 119.

- (iii) Recommendations/Observations in respect of which replies of the Government have not been accepted by the Committee

Paras 98, 102, 105, 109, 115, 117 and 118

- (iv) Recommendations/Observations in respect of which final replies of Government are still awaited.

Paras 103, 113 and 120.

3. The Committee desire that the final replies in respect of the recommendations for which only interim replies have been given by Government should be furnished to them expeditiously.

4. The Committee will now deal with the Action Taken by the Ministry of Railways (Railway Board) on some of the recommendations.

Adoption of modern Signalling & Telecom methods

Recommendation (Para No. 98)

5. In para No. 98 of the Report, the Committee had observed that for safe running of trains it was imperative that the Signalling and Telecommunication Systems should be modern and faultless. They had found that with increase in traffic there has been no progressive modernization nor adequate expansion of Signalling and Telecommunication System. Signalling system has advanced tremendously the World over but India is still lagging much behind in the adoption of modern signalling methods. The Committee had desired that the Ministry of Railways to ascertain the signalling system being followed in some of the advanced countries of the world so that the same could be suitably adopted by the Indian Railways in a time-bound programme. The Committee had further opined that resource constraints should not be a hindrance in adoption of the latest technological developments in the field of safety.

6. The Ministry of Railways in their action taken reply have stated as under:

"The necessity of providing modern signalling and telecommunication system for safe running of trains is well appreciated by the Ministry of Railways.

Regarding the observation that there has been no progressive modernization nor adequate expansion of signalling and telecommunication systems etc, the following remarks are offered:-

The world-over, individual systems adopt a particular signalling philosophy to suit the local requirements.

Indian Railways have experienced vast expansion of their traffic and have been continually handicapped for availability of adequate resources. Hence they had to optimally utilise the available resources to achieve the maximum benefit to the country. This has acted as handicap.

However, It is not correct that Indian Railways have not adopted modern signalling and telecommunication systems.

Colour Light Signalling, Automatic Block Signalling, Auxiliary Warning System, Panel Inter-locking and Route Relay Inter-locking, have all been adopted to various degrees as and when the present system need to be replaced on age-cum-condition basis.

They have also successfully developed Solid State Inter-locking System a state of the art technology and have taken a policy decision to adopt it as its future standards. Optic Fibre Communication System also another state of the art system, has been introduced over 1000 km. With reduction in costs this system, has also become economically advantageous and the policy decision has been taken to adopt this system in future.

Indian Railways are well aware of the modernization achieved by various advanced countries and have also adopted them with modifications as suitable to our system.

However, it needs to be appreciated that resource constraint is a reality and the Railways have to judiciously utilise the funds available in modernising their system and has made progress in the most optimal manner."

7. Although the Committee appreciate the efforts made by Indian Railways to modernise the Signalling & Telecommunication system, yet they feel that the Railways have not kept pace with the technological developments in Signalling system in the world. The Committee are concerned to note that resource constraints have been a major hinderance in adoption of modern signalling devices. As the safety of train operation is of foremost importance, the Committee are of the view that modernization of Signalling & Telecommunication system should be made a thrust area for investment in the Ninth Plan so that the modern signalling equipments could be systematically inducted at all the stations.

Integrated Plan for installation of modern Signalling devices

Recommendation (Para No. 102)

8. The Committee had in para 102 of the Report expressed surprise that there was no long term integrated plan for installation of modern signalling devices in the Railways. A conceptual Plan submitted to the Committee by the Ministry which was grossly inadequate and did not indicate any time-bound programme for installation of various safety devices. The Committee had strongly recommended that a well defined time-bound integrated Plan should be formulated without any further delay for systematic installation of modern signalling devices.

9. The Ministry of Railways have, in their Action Taken Reply, submitted again the same integrated plan for installation of modern devices which they had submitted earlier to them and have stated

that 'the detailed plans have been made and Railways are also progressing implementation accordingly'.

10. The Committee are not satisfied with the incomplete reply of the Ministry of Railways. The Committee would like to know the year-wise detailed plans of the Railways for installation of each safety device *viz.* colour light signalling, second distant signalling, route relay interlocking, automatic signalling, Auxiliary warning system etc. for the next 5 to 10 years indicating therein the target dates of installation of these devices.

Action Plan for Track Circuiting

Recommendation (Para No. 105)

11. In para 105 of the Report, the Committee had observed that in the Action Plan for complete track circuiting, the Railways had proposed to cover 3228 stations from Fouling Mark to Fouling Mark in all trunk routes and main lines, 1964 stations from Fouling Mark to Block Section Limit in all trunk routes but important main lines and 1310 stations from Fouling Mark to Fouling Mark on looplines by the end of Eighth Plan. The Ministry had stated that track circuiting would be done excluding the Point Zone which would be covered later as there was a shortage of concrete sleepers required for Point Sections. The Committee did not approve the plan for partial track circuiting as it could mislead the driver and prove dangerous. The Committee, had therefore, desired that track circuiting should be provided from Fouling Mark to Block Section Limit (BSL) on all 3228 stations on trunk routes and main line as already recommended by the Railway Reforms Committee.

12. The Ministry of Railways in their action taken reply have stated,

"The point that partial track circuiting can mislead the driver and prove dangerous is not a correct appreciation. While the Railways agree that inclusion of the point zone is all comprehensive necessity. Provision of a track circuit excluding point zone improves requirement of safety to a very great extent.

The Railways Reforms Committee have recommended provision of track circuit from FM to Block Section Limit only on trunk routes and important main lines and Railways have given priority to this. The provision of track circuit between FM to Block Section Limit on the main line also will be given due consideration by the Ministry once the provision on important main line is completed."

13. The Committee are not convinced with the reply of Ministry of Railways. The Railways propose to complete track circuiting from FM to BSL in important main lines by March 1997. The Committee desire the Railways to immediately formulate plan for taking up track circuiting in the remaining main lines and chalk out a time bound programme in this regard.

Train Radio Communication

Recommendation (Para No. 109)

14. In para 109 of the Report, the Committee had noted that the Railways proposed to install Emergency Communication System where a socket would be provided at every 1 Km. of electrified section and Driver with emergency telephone instrument could speak to the nearest Railway station in case of emergency. The Committee had observed that though the device seemed useful but in actual practice it cannot be a good substitute to Train Radio Communication where the Driver has to be in constant touch with the Control Room. The Committee had recommended that there should be no let up in installation programme of efficient Train Radio Communication System in Railways in any event and efforts should be made to install more efficient alternative system with different available equipments.

15. The Ministry of Railways in there action taken reply have stated,

“The Railways have decided to go in for Universal Emergency Train Radio Communication System on all the sections in a phased manner. Out-of-turn works have been sanctioned to provide universal emergency train radio communication system at a cost of Rs. 62 crores during 1995-96 in electrified area. Other sections will also be covered by the system in a phased manner. The time span for completion is expected to be 2 years”.

16. The Committee are constrained to note that the Ministry of Railways did not reply to their recommendation for installation of mobile train radio communication system in Railways so that the driver of the train can be in constant touch with the control Room. The Committee would like to be apprised of the details of the plan of Railways for installation of this important device.

Technical qualification for Train Examiner & Switchmen

Recommendation (Para No. 115)

17. In para No. 115 of the Report, the Committee had found that the post of Train Examiner is filled up by direct recruitment and also through Departmental promotions from Safaiwalas, Khalasis, Helpers etc. They were of the view that the method of promotion of Promotee Train Examiners needs to be reviewed as it is a technical job and has bearing on the safe running of the trains. Therefore it was felt that Railways should prescribe some minimum technical qualifications for the Promotee Train Examiners and before promotion to the post of Train Examiner intensive training in train examination be given to them. They had desired that for the post of Switchman also some minimum technical qualifications should be prescribed as modern signalling techniques require highly intelligent, technically and thoroughly trained staff for handling and for operation of the equipment. The Committee had also desired that there should be some mechanism to evaluate the training performance of the trainee on completion of training and refresher courses. In case of non-satisfactory performance, the training period should be further extended. They had recommended that the syllabus for the training programmes should be constantly updated to keep pace with the modern technological developments.

18. The Ministry of Railways have in their Action Taken Reply, stated that as per the extant instructions, the vacancies in the category of Train Examiners in scale Rs. 1400-2300 are filled as under :

- (i) 40% by direct recruitment as Apprentice Train Examiners through the Railway recruitment Boards—Educational qualification—Diploma in Mech/Elect. Engineering.
- (ii) 20% by Intermediate Apprentices from amongst serving Matriculate employees with three years service in skilled grade(s) and below 45 years of age; and
- (iii) 40% by promotion by selection from amongst Ministries/ Skilled Grade I & II. If the selection/supplementary selection fails to provide enough candidates, the remaining vacancies are filled through supplementary selection from amongst skilled grade (with 5 years service in skilled grades and 8th class qualification or with 3 years service and Matriculation) the condition regarding qualification applying to staff in skilled grade III.

The Ministry have further stated that while no technical qualification has been prescribed for promotion to the post of Train Examiners against the 20% LDCE quota and 40% promotional quota, only employees empaneled in the selections consisting of a written test and viva-voce conducted by a Committee of 3 Officers, are eligible for promotion. Before promotion to the post of TXR the selected intermediate apprentices undergo 2 years' training. Intensive training course of a shorter duration is arranged for the departmentally promoted quota candidates considering their relatively longer experience in carriage and wagon maintenance.

19. As regards filling up of vacancies in the category of Switchmen the Ministry in their action taken note have stated that as per extant instructions vacancies—of Switchmen are filled up as follows:

- (i) 50% vacancies of Switchman will be filled by Staff having VI standard qualification from amongst the normal promotional categories *viz.* Leverman/Cabinman through selections, based on a written examination and viva-voce designed to test the professional ability and knowledge of safe working rules required in the discharge of the duties of Switchmen.
- (ii) 50% of the vacancies or such higher number as could not be filled up by (i) above, will be filled up by written examination and viva-voce from amongst group 'C' and 'D' staff of operating department with minimum 5 years regular service and with matriculation qualification.

The Ministry have also stated that before actual promotion to the post of Switchmen, the selected candidates have to undergo a training for a duration of 35 working days and only those who are declared passed at the end of this training are posted as such.

20. The Ministry of Railways have further stated that prescribing technical qualification for promotion to the categories of TXR and Switchmen will mar the promotional prospects of the employees in the feeding categories. The existing stipulations for promotion requiring a combination of general educational qualification and experience are considered to be a reasonable balance between the requirement of the job on the one hand and the aspirations of the employees on the other especially when successful completion of training is also a pre-requisite before actual promotion.

As regards evaluation of training performance of trainees, the Ministry have stated that training performance of trainees on completion of training and refresher course is being evaluated through tests where the training is of sufficient duration and for short term courses, the evaluation is done through interview/discussion to ensure that everybody understands what has been explained and only when their standard of knowledge is certified they are taken back to the working post and if it is found that their level of knowledge is not satisfactory they are given further training.

21. The Committee note from the reply of the Ministry of Railways that 40% of the post of Train Examiners are filled up from amongst Ministries/Skilled Grade I & II whose educational qualification for eligibility is only VIII class with no technical qualification and 50% of the posts of Switchmen are filled up by staff having VI standard qualification from amongst the normal-promotional categories. The Committee are of the firm view that the posts of Train Examiner & Switchmen are responsible posts, which have a bearing on safety of train operation. Though intensive training is being provided to them, the lack of basic qualifications can prove to be a handicap in assimilating the modern sophisticated technology.

22. The Committee therefore reiterate their earlier recommendation for prescribing some minimum technical qualification for the post of Train Examiners and Switchmen and raising the minimum educational qualification to at least 12th class. Simultaneously technical training should also be imparted before their induction as Train Examiner and switchman.

Safety norms for running goods train

Recommendation (Para No. 117)

23. In para 117 of the Report, the Committee had found that the safety norms for running goods trains have been lowered by Railways. Earlier the train examination which was done after every 400 Kms. of run is now being done end to end. This practice has not been approved by the Commission of Railway Safety also and it has been included as non-resolved issue in one of their Annual Reports. The Committee had felt that this recommendation of the Commission of Railway safety had weight and the earlier practice seemed to be quite sound for safe running of the trains. They had therefore recommended that the Railways should revert to the old system of examination of the running train instead of 'end to end'.

24. In their Action Taken Reply the Ministry of Railways have stated,

“End to end running of goods trains has been resorted to only in respect of trains comprising of the rolling stock with roller bearing. These wagons have been segregated into separate rakes and are moved in block rakes from point to point to avoid damages which may take place during humping operations. Examination of safe to run nature after very 400 Kms. was in existence long back when the major freight movement was through plain bearing stock and trains were humped in almost all major yards. Subsequently, lot of technical inputs have been made to make the freight stock more reliable and less failure prone. Amongst others, few of the salient technical inputs are as under:

1. Bogie stocks with CBC and roller bearing fittings.
2. 4-wheeler stocks with CBC and roller bearings.
3. Design improvements in VIC bogie frames and springs.
4. Introduction of air brake stocks with cast bogies having coil springs.

The above mentioned improvements have been done in order to avoid failure of components and hence to reduce inspections/examinations. Apart from these technical changes, modern facilities have been created in wagon repair depots to undertake intermediate schedule repairs like ROH where thorough attention to bogie wheels & brake gear is ensured to give trouble free & safe service till next ROH.

The system of end to end running of goods trains is resulting in higher productivity without any compromise on safe running of trains. The Railways do not propose to revert back to the old system of examination.”

25. The Committee are of the opinion that with the increase in speed of trains and more intensive utilisation of Rolling stock, there have been greater wear & tear of the stock necessitating train examinations more frequently. Keeping in view the strong objection raised by Commission of Railway Safety, the Committee desire that the Ministry of Railways should get the issue examined by a Committee consisting of representatives of Commission of Railway Safety, RDSO and the Railway Board so as to reach an unanimous solution to the problem.

Commission of Railway Safety

Recommendation (Para No. 118)

26. In para 118 of the Report, the Committee had found that the recommendations of the Commission of Railway Safety are only recommendatory and not mandatory. It is open to the Railways to accept or not to accept the recommendations of the Commission. Even though 90% of their recommendations are accepted by the Railways, still there are 32 recommendations made from 1980-81 to 1993-94 which have not been accepted by the Railways as mentioned in the Annual Report of the Commission. The Committee had found that there is no mechanism through which the Railways can be made to accept those recommendations where there has been disagreement between the Railways and the Commission. The Committee therefore had recommended that some machinery might be devised to ensure that the recommendations of the Commission receive the attention at the highest level.

27. The Ministry in their action taken reply had stated.

“The recommendations made by the Commission of Railway Safety are examined at the highest level and, as appreciated by the Committee, most of them are accepted by the Government. In rare cases, where a particular recommendation is not feasible of acceptance, the Commission is suitably advised of the same along with the reasons for non-acceptance.

28. The Committee feel that merely giving advice by the Railways to the Commission of Railway Safety of the reasons for non-acceptance of their recommendations is not enough as the recommendations of the Commission are linked with the safety of travelling public. The Committee reiterate their earlier recommendation that some machinery should be devised to examine the recommendations of the Commission of Railway Safety-which are not accepted by the Railways and the decision so arrived at should be made binding on Railways.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 97)

There has been a continuous expansion in traffic in Indian Railways with increase in the density of traffic, trailing load and speed of the trains. The train operations have become more and more complex raising the hazards of accidents. In the years to come, Railway will be called upon to lift more and more traffic and therefore, high priority shall have to be accorded to various safety measures to ensure greater safety in rail travel. Under these conditions, the Committee feel that the safety of train operation has attained paramount importance and under no circumstances, safety of train operations can be compromised.

Reply of the Government

Indian Railways accord highest priority to Safety in train operation. Major thrust is given on modernisation and technological upgradation in order to improve reliability of assets and reduce dependence on human element and thus reducing accidents. Maintenance standards and practices are being upgraded and streamlined. Indian Railways is gearing itself to superior safety standards which the future growth in traffic will warrant.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 104)

The Committee have been informed that track circuiting is a very safe and reliable device to prevent accidents as it eliminates chances of reception of trains on the occupied lines. Track circuiting is being widely used all over the world and was recommended by the successive Enquiry Committee like Kunzroo Committee (1962), Wanchoo Committee (1968) and the Sikri Committee (1978). The Commission of Railway Safety had recommended a number of times for installation of this device at all trunk routes and mainline stations. The Railway Reforms Committee had also recommended in 1983 that track circuiting should be installed at all the trunk and main line stations by 31st March, 1990 from Fouling Mark to Block Section Limit. The Committee are distressed to find that track circuiting has not been given its due

importance even after 33 years of the recommendation made by the Kunzroo Committee in 1962. The Committee are of the firm view that some of the major accidents that had occurred in the past could have been avoided had this device been installed as per the recommendations made by the various Committees from time to time. The Representatives of various organisations including the Commission of Railway Safety who appeared before the Committee for expressing their views about the safety standards being maintained in the Indian Railways were of the unanimous opinion that the horrendous Ferozabad accident could have been averted had the Ferozabad station been track circuited.

Reply of the Government

As clarified before the Committee, serious handicaps experienced by the Railways have to be appreciated. Track circuiting demands wooden sleepers. The country faced a serious shortage of wooden sleepers. Because of difficult foreign exchange condition of the country, limited resources only were made available to the Railways to import wooden sleepers from abroad. This seriously constrained the capability of the system.

Simultaneously, with long usage, Railways track has also become in run-down condition and Railways have to make massive investment to rehabilitate the track through renewal programmes. Since sufficient wooden sleepers were not available, Railways had developed steel sleepers for this purpose. It was not possible for the Railways to provide track circuiting with steel sleepers.

World over, PSC sleepers were being developed. Indian Railways took the first opportunity in 80s to develop this type of sleepers which is a substitute for wooden sleepers. After development, IR established quite a no. of plants for manufacture of concrete sleepers. With the advent of concrete sleepers, progress in provision of track circuits become possible.

Self-sufficiency in production of concrete sleepers for main-line was achieved about 5 years back. The concrete sleepers specially for point and crossings have also been developed and are being manufactured. With these, progress of track circuiting has also been achieved considerably.

The Rlys. have completed the provision of track circuit on run through line from FM to FM on entire trunk routes.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 106)

The Auxiliary Warning System (AWS) is a device which forewarns the Driver in case he jumps the red signal. The Committee note that the System is in operation in several developed countries of the world like Japan, Germany and USA where this system has been very successful. In British Railways provision of AWS is mandatory on lines having speed of 120 Kmph or more. The Railway Reforms Committee had also recommended the installation of this System at all suburban sections and also other sections having maximum speed of 120 Kmph or over. The Ministry of Railways had stated during evidence that the system could not be installed due to large scale theft of track magnets which are very costly. The Committee are not satisfied with the argument of the Ministry and desire that in view of the usefulness of the device, the Railways should increase the surveillance of tracks in suburban sections to check theft of magnets. The Committee feel that it would be worthwhile if automatic systems are introduced in all the high traffic density routes. In the meantime the Ministry should, however, continue making efforts with the industry to get a suitable and cheaper substitute for the track magnets.

Reply of the Government

The Indian Railways network is vast and farflung. Provision of adequate surveillance to prevent theft as recommended by the Committee will be a stupendous job and will considerably constrain the limited resources now being generated by the Ministry for expansion. The Railways are seriously committed to develop a suitable device which will not be prone to theft. While the Railways in principle have already accepted the provision of this system, the actual provision will depend upon such development.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 108)

The Committee feel that Telecommunication is another important area from the point of view of train operation. In the modern era when Telecommunication technology is rapidly changing, the Railways are still relying upon the age old telecommunication system. The Committee desire that the Railways should make perspective Plan for taking up modernisation of the telecommunication system in association with the Department of Telecommunication.

Reply of the Government

The Railways have decided to adopt state-of-the-art optical fibre technology and digital microwave system for the modernisation of its

telecommunication network. In all future RE work and replacement works for worn out copper cable, only optical fibre cable will be used. The analog microwave system when due for replacement will be replaced by digital microwave system as required. A close liaison is also maintained with the Department of Telecommunication and wherever possible circuits are taken on rent from DOT where Railways are not in a position to establish its own communication system.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 110)

The Committee have observed that there has been very substantial increase in the number of train accidents at level crossings. From the figure of 36 in 1991 it has risen to 73 in 1994-95. It is understood that the Railways are trying to develop train actuated warning device so that the road vehicles are forewarned about incoming trains by Audio/Visual System. The Ministry have, however, stated that they are trying to develop it for the last 10 years but the results are not satisfactory. The Committee are, however, distressed to learn that even after 10 years, the Railways have not been able to get satisfactory results. In this connection, the Representative of Confederation of Signal and Telecommunication Engineering Organisation had informed the Committee that they were in a position to supply this device to the Railways with best results. The Railways have, however, installed this device with the help of Bharat Electronics Limited (BEL) at the level crossing gates near Bangalore which have given satisfactory results. The Committee, therefore, recommend that the services of BEL and other Private Sector Units should be utilized in this field to minimize the ever increasing number of level crossing accidents.

Reply of the Government

Train actuated radio warning device developed by M/s BEL has been tried out at two level crossings near Bangalore. The results of the trials are very encouraging. Further extended trials on 8 more level crossings have been planned. Based on the outcome of these trials the system will be extended to cover all vulnerable unmanned level crossings. Assistance of other public and private sector units will be taken for the manufacture of the system once the trials are successful.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 111)

According to the Railways, there has been an improvement of safety performance on the Railways as incidence of accidents per million train kms. has come down from 0.86 in 1991 to 0.78 in 1994-95. In the opinion of the Committee these indicators do not depict

a true picture about the fall in the railway accidents. From the figures supplied to them, the Committee find that there has been substantial increase in the number of casualties in rail accidents over the years. The number of people killed in accidents has sharply risen from 229 in 1991-92 to 379 in 1993-94. Though there was a marginal decrease in the persons killed in 1994-95, yet the figures for 1995-96 would still be further alarming as the number of precious lives lost in the Ferozabad accident alone might have crossed all the previous records. According to the Railways' own admission there was a lot of scope for improvement and that they are striving to eliminate these accidents altogether. More than 80% of the accidents have taken place on account of derailments, 14% due to collisions and the remaining due to fire accidents, sabotage, etc. during the last 5 years. From the information made available to them, it is seen that some sections of the railway network are derailment prone. The incidence of derailment was the highest in the South Eastern Railway during 1994-95 as out of 388 derailments, 84 occurred in South Eastern Railway alone followed by Northern Railway which accounted for 54 derailments during the same year. The position of other Railways is equally disturbing. The Committee feel that the Railways should not be satisfied with the fall in incidence of train accidents per million train kms. The Committee note that the Ministry of Railways have formulated an Action Plan to tackle the problem of derailments. The Committee, therefore, desire that Railways should make concerted efforts to eliminate this menace which is within their reach if the Action Plan defined by the Railways is translated into action.

Reply of the Government

Indian Railways share the concern of the Committee about the loss of precious lives in train accidents. It may, however, be mentioned that the number of casualties in train accidents is fortuitous and not strictly susceptible to comparison. An analysis of the data for the last ten years indicate that train passengers account for 46% of the total fatalities. The rest are attributable to accidents at unmanned level crossings, caused mainly by negligence of road users.

The Railways are alive to the disruptive effect of derailments and have already initiated a large number of measures for their prevention. Track renewal has been stepped up and mechanised maintenance of track has been undertaken on a large scale. Indian Railways have started using sophisticated self propelled ultrasonic track recording cars, oscillograph cars and portable accelerometers for monitoring track geometry and riding characteristics.

To improve the condition of rolling stock, the overaged four-wheeler wagons are being phased out and replaced with new air-brake stock with improved bogie design. In all ROH depots, ultrasonic testing equipment are being used for timely detection of flaws in axles. Besides, maintenance standards are being constantly upgraded.

As a result of the various measures adopted by the Indian Railways over a period of time, the number of accidents has come down from 2131 in 1960-61 to 501 during 1994-95. The number of consequential train accidents during 1995-96 stood at 397 (provisional) as compared to 501 during 1994-95. The Railways are, however, not allowing any let-up in the vigil mounted by them to bring down the number of accidents still further.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 112)

The Committee have observed that more than 80% of the accidents are caused by human failure. They feel that the number of accidents on account of human failure though cannot be completely abolished but still can be minimized to a large extent if the modern safety devices are installed and there is less dependence on manual handling. The Committee feel that there is also a need to inculcate safety consciousness not only among the running and station staff but also among the higher officials.

Reply of the Government

It is true that about 80 per cent of the train accidents can be related to human failure, but this includes about 10 per cent of the accidents taking place at level crossings, due to carelessness and misadventure on the part of road users.

To increase the level of safety consciousness among the staff, safety camps, refresher courses and safety seminars are being organized by the zonal railways throughout the year. Each zonal railway also publishes safety posters, safety bulletins, etc. to educate the staff. Drivers are being trained on simulators. Special importance is being attached to reducing stress-inducing long duty hours of running and train passing staff. Medical Examination is done periodically, to ascertain fitness of staff.

Railways are increasingly using modern safety devices in the form of track circuiting, axle counters, panel and route-relay interlocking, Auxilliary Warning System and communication facilities between guard and Station staff to reduce dependence on human element.

The officers are also sent for periodical training and courses. In some cases, such courses are necessary before promotion. Safety constitutes an important item in these training modules. Besides, exclusive safety seminars are held at Railway Staff College, Vadodara.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 114)

It was brought to the notice of the Committee that training facilities are not being utilized fully as the Railways are not able to spare staff for the training. It is a very sad state of affairs and the Committee desire that due importance should be attached to the training of the staff which is very essential for the safe operations of the Railways. It need hardly be stressed that the modern safety gadgets should be made available to the Training Schools and the trainees should be taught proper application of these gadgets, which are to be put to use in the Railways.

Reply of the Government

In order to improve the utilisation of available capacity and to ensure that existence of vacancies in various categories do not become an impediment in sending employees for training, the vacancy position particularly in safety related categories is reviewed periodically at both Divisional and Zonal level. However, Zonal Railways are again being directed to ensure proper and adequate utilisation of the same for the required development of Railway employees.

The training institutes are being equipped with proper training aids, cut models, working models and equipments of new technologies being introduced in the Railways. A beginning for training of Loco Running Staff on Simulators has already been made at TKD and Kanpur and procurement of additional simulators is in process which is expected to give a quantum improvement in the quality of training of Loco Running Staff.

Training Needs Analysis for various categories of Railway employees have been carried out by specially constituted working groups and they have developed required modules for training of different categories of staff at various stages of their career.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 116)

The All India Loco Running Staff Association informed the Committee during evidence that there are generally 30% vacancies of Loco Running Staff in Railways with the result that they have to put in more than 10 hours of duty at a stretch. In this connection the

Member (Traffic) stated that there were 10 to 15 per cent cases where duty hours exceeded 10 hours. The Committee feel that working for long hours do affect alertness of the Loco Running Staff and consequently the safety of the train operation. The Committee, therefore, recommend that the Ministry of Railways should fill up the existing vacancies and make adequate arrangements to ensure that the Loco Running Staff is not put on duty for more than 10 hours.

Reply of the Government

The vacancies of Loco Running Staff are filled up mostly by promotion except in the category of diesel/electric Asstts. in scale Rs. 950-1500 where the vacancies are also filled by resorting to recruitment from open market.

2. The arising and filling up of vacancies is a continuous process; the vacancies keep arising due to promotion, retirement, death, increase in the traffic level etc. and keep getting filled up through direct recruitment from open market and promotion of serving staff etc. In this continuous process there will always be some vacancies at any given point of time. Instructions have, however, been reiterated to all the Railways etc. to fill up all the vacancies promptly.

3. Running duty at a stretch of Running Staff is laid down as 10 hours from departure of the train with the stipulation that the over all duty from 'signing on' to 'signing off' does not exceed 12 hours except in exigencies on account of accidents, floods, equipment failure, etc. These limits have been laid down keeping in view the guidelines given by CAT/Ernakulam who examined the whole gamut of problem in regard to duty at a stretch of the Running Staff. Strict monitoring is done at the Divisional, Zonal and Board's level to ensure that duty hours of running staff are kept within the parameters laid down. The related issues are also discussed with the recognised unions of railway employees and remedial action taken.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 121)

The Committee find from the information submitted to them by the Government that a good number of accidents take place due to non-renewals of overdue tracks. It needs hardly be emphasised that for smooth running of traffic, the track should be kept in a fit and proper running condition. The Committee have, however, been assured by the Ministry during evidence that the tracks which were overdue for renewals would be liquidated during the remaining period of Eighth Plan and during the Ninth Plan period for which adequate funds

would be allocated. The Committee hope that the assurance given by the Ministry would be fulfilled in the promised period and in future due attention would be paid for timely renewal of overaged tracks as the rail tracks are the life line of the Railways. Looking into the enormity and importance of the job, the Committee desire that the work of track renewal and their maintenance should be entrusted to competent people under the supervision of the Engineering Division of the Railways.

Reply of the Government

The accelerated track renewals during 7th & 8th Plans has helped the railways in carrying higher traffic. There used to be serious hold ups of traffic on account of rail fractures and accidents on track account due to accumulation of overdue track renewals eventhough the traffic density as well as speed of goods trains earlier used to be comparatively low. With the change in traffic pattern, type of rolling stock, heavier axle load, increase in speed of goods train, increase in no. of Shatabdi/Rajdhani, accumulation of arrears of track renewals could not be afforded as it would result in fractures, accidents, which would prove to be a serious bottleneck in carrying the increased traffic.

During the VIII Plan the uni-gauge policy was adopted and a length of 6000 km. of MG/NG routes were planned for conversion to BG in the VIII Plan. With this conversion it was no longer necessary to undertake renewals on these MG/NG routes. Traffic on the progressively truncated residual MG system came down and, therefore, residual MG/NG system is being maintained in safe running condition with only casual renewals. On BG routes, an all out effort was made to liquidate all overdue renewals in the VIII Plan. However, keeping in view the constraint of funds for track renewals, with systematic planning it was proposed to liquidate overdue renewals on A, B & C routes, as assured to the Committee. With input of available funds in VIII Plan, liquidation of overdue renewals on A, B & C routes has been possible to a satisfactory level and the overall arrears brought down to 1944 kms. on BG routes by the end of the VIII Plan, which are on D & E routes.

However, in order to ensure the smooth running of traffic and the safe condition of track it is necessary that the annual arising on A, B & C routes are fully taken care of, apart from the liquidation of the overdue renewals on D & E routes.

In the IX Plan, it is not only proposed to cater to the annual arising on A, B & C routes and overdue renewals on D & E routes,

it is also proposed to improve maintenance of sections on a programmed basis giving emphasis to ballasting, welding, renewal of fittings, points & crossings, upgradation of running loops. Timely inspections and vigilance of the Railway staff would go a long way in satisfactory maintenance of the sections for the safe running of trains.

More initiative would be taken in the forthcoming years of the IX Plan also to keep up the timely renewal of overaged tracks, as the rail tracks are the life line of the Railways.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 122)

For overhauling and maintenance of Rolling Stock, Railways have a defined periodicity, Periodic overhauling enhances the life span of the Rolling Stock. The Commission of Railway Safety has adversely commented upon the overall maintenance of the Rolling Stock especially the passenger coaches. The Committee desire that the preventive maintenance schedules laid down for Periodical Overhauling (PCH) should be scrupulously adhered to. They also desire that the deficiencies pointed out by the Commission from time to time in the maintenance of the Rolling Stock should be given due priority and removed within some time limit.

Reply of the Government

Indian Railways attach utmost importance to carrying out of preventive maintenance schedules on the Rolling Stock in time in order to keep these in good and safe fettle. Periodical Overhauling (POH) is an important maintenance scheduler and therefore, every endeavour is made to undertake this schedule in time.

As all the stock due for POH in a particular month can not be withdrawn from service at the beginning of the month itself, some amount of overdue running for a short period is inescapable. At times, feed of coaches/wagons to workshops for POH has to be regulated as per traffic requirements such as running of Festival/Mela/Summer Specials or movement of POL, fertilisers, foodgrains, coal etc. on priority basis to the consumers during busy season. This also causes overdue running of Rolling Stock.

Overdue POH coaches are, however, allowed in service only in exceptional circumstances after thorough examination of the condition of the coaches with respect to safety and reliability and every effort is made to undertake POH of such coaches within a few months of their becoming overdue.

Railways, as a long term measure, have also undertaken conversion of Jodhpur, Ajmer, Hubli and Dibrugarh Workshops from MG to BG, in order to generate additional capacity to meet the increasing arising of POH of BG stock as a result of accelerated gauge conversion.

The recommendations of Commissioner of Railway Safety are given due consideration by the Railways and corrective action, wherever considered necessary, is initiated immediately and implemented on a time bound programme.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 123)

The Committee also desire that all the vacancies in the field of maintenanc of tracks and rolling stock be filled up urgently so as not to neglect this important area of safety.

Reply of the Government

The extant instructions provide that the Railways should promptly fill up the vacancies in various categories of posts. These instructions have been recently reiterated further requiring the Railways to provide regular feed back in the matter. Instructions have now also been issued to the Railways to pay special attention to filling up of vacancies in the field of maintenance of track and rolling stock.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 124)

The Committee feel concerned to note that 2429 coaches in operation as on 31.3.95 in Railways have already surpassed their codal life. They feel that use of overaged coaches are safety hazard for travelling public and recommend that efforts should be made to withdraw them completely from the Railway fleet of coaches as early as possible.

Reply of the Government

Indian Railways are making all possible efforts to replace the coaches which have completed the codal life. During 1995-96, 1280 such coaches were withdrawn from service and a similar number is planned for withdrawal during 1996-97. It is, however, admitted that

it has not been possible to replace all the coaches which have completed the codal life, mainly due to severe resource constraint that the Railways are going through for the past few years.

The decision to replace a coach is, however, taken based on its age-cum-condition and in no case, the decision to allow a coach in service beyond its codal life compromises on the safety of the travelling public. The coaches which are unsafe or beyond economic repairs are immediately withdrawn from service.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

CHAPTER III

RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES

Recommendation (Para No. 99)

From the information supplied to them the Committee find that with drastic reduction the allocations for the Eighth Five Year Plan from Rs. 45,600 Cr. to Rs. 27,202 Cr. the allotment for signalling and safety measures suffered the highest casualty. There was a sharp reduction of 73 per cent in the sector from Rs. 2575 Cr. to Rs. 675 Cr. during the Eighth Plan. It is disquieting to note that this huge cut in the signalling field was made on an ad-hoc basis and no exercise was done to make group-wise allocation. Such adhocism, in an area of critical importance, show the lack of safety consciousness on the part of the Railway Board.

Reply of the Government

As clarified earlier, during Eighth Plan the outlay was reduced by Planning Commission from Rs. 45,600 Cr. to Rs. 27,202 Cr. and the allotment for signalling and safety was reduced from Rs. 2575 Cr. to Rs. 675 Cr.

This was done on adhoc basis, since sufficient time was not available to do an in-depth study and distribute the reduction in an optimal manner.

The Railways have not been specific in limiting the allotment of funds to S&T works to Rs. 675 Cr. as already deposed before the Committee. Such an indepth study was made immediately after the cut was known and allotment of Rs. 1548 Cr. for S&T Work was evaluated as minimum.

With simultaneous inputs alongwith Railway Electrifications an overall provision of funds to the extent of Rs. 2000/-crores was planned.

Subsequent to finalisation of VIII Plan, Indian Railways embarked on the project "Uni Gauge", which was not visualised earlier. Simultaneously with gauge conversion considerable work of S&T was also involved. Logically the expenditure was incurred under the Plan Head "Gauge Conversion".

It is expected that the total outlay in VIII Plan period for S&T will be around Rs. 2000 crores.

While the Ministry agrees that allotment of only Rs. 675 crores under S&T was an incorrect step, it is pointed out that the Ministry was well aware of the implications and did not stand by the allotment of only Rs. 675 crores but carried out a critical study & planned yearly outlays in line with such study.

[M/o Rly. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 100)

The Ministry have, however informed the Committee that they propose to spend Rs. 1100 Cr. in all during the Eighth Plan against the minimum requirement of Rs. 1548 Cr. which is even now much less compared to their original demand of Rs. 2575 Cr. in the Eighth Plan for signalling and safety. The Committee hope that the Ministry will adhere at least to this revised Plan.

Reply of the Government

It has already been deposed before the Parliamentary Committee that Rs. 1100 crores is only under the specific Plan Head of Signalling and Telecommunication.

It has also been deposed before the Committee that under the various orders of the Board, certain S&T works including upgradation of the existing systems are being carried out. Simultaneously with other major works like gauge conversion, electrification, doubling traffic facilities, etc. These are not purely signalling works but are being done in the project on a rationalised basis.

If the total expenditure on the S&T work is taken into consideration, the Railways expect to spend around Rs. 2000 Cr. in the VIII Plan.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 101)

The Committee note that there has been a downward revision in the budgetary allocation for S&T works during 1994-95 on account of the assurance given by the Department of Telecommunication for providing the communication equipments. The Department of Telecommunication is reported to have later withdrawn the offer and execution of the work was delayed on that account. The Committee are unhappy that without taking firm commitment from the Department of Telecommunication, the Ministry of Railways provided less amount for this work.

Reply of the Government

The subject of communication for Railways and coordination between DOT and the Railways was discussed in depth between Chairman, Railway Board and the Chairman, Telecom Commission on 23.8.94. During the meeting it was agreed that DOT will meet the communication requirement of the Railways. This was later on confirmed by the Chairman, Telecom Commission vide his DO No. Ch(TC)/94/580 dated 24.8.94 addressed to Chairman, Railway Board. Thus it may be seen that the matter was handled at the highest level and a written commitment was made available to the Railways at this level, before Railways took action.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 107)

Train Radio Communication is an important device which provides means of communication between Guard and Driver and the Control Room. The Committee note that the Train Radio Communication System between Guard and Driver and the Control Room has been provided only in about 1000 kms track between Durg-Nagpur, Nagpur-Itarsi and Itarsi-Bhusawal with optic fibre but Railways' experience with this is stated to have not been very satisfactory. The Committee, however, were informed by some Private Sector Units during their evidence that they are capable of taking over the manufacture of this equipment to the Railways' satisfaction. The Committee desire that the Private Sector should be involved in development of this technology.

Reply of the Government

It may be pointed out that the communication system installed in 1000 kms has been done after open tenders and detailed evaluation of technical offers. Thus private sector was fully involved in development of this technology. Private Sectors offer their standard units which do not perform satisfactorily under dynamic conditions and also due to interference caused by induction in electric traction area.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 119)

The Chief Commissioner of Railway Safety stated during evidence that the Railways approached the Commission for approval of the 'new work' before opening to the general traffic and that the Commission was not associated at the stage of the construction on planning. The Commission has given a number of instances here Railways had applied to the Commission for recommendation/sanction

but their recommendations in those cases have not been accepted by the Railways and these 'new works' have been opened for traffic. The Committee are not satisfied with the present arrangement. They feel that there is no point in approaching the Commission after completion of the 'new works' as the Commission do not get an opportunity to examine the 'new works' from its inception. They, therefore, recommend that the Commission of Railway Safety should be associated right from the formulation of the proposal for starting a new work till its construction. This system would not leave any scope for rejection of the project or for suggesting major changes by the Commission after completion of the 'new works' involving considerable expenditure.

The Commission of Railway Safety has raised some serious objections to the large scale gauge conversion works being carried out by Railways disregarding safety norms for these works. The Committee strongly emphasize the safety norms should be strictly adhered to in carrying out the various gauge conversion works and no compromise should be made on the safety standards in execution of these works.

Reply of the Government

The role of the Commission of Railway Safety is to ensure that the works have been carried out to a standard which is safe for the running of trains. The Commissioners are selected out of serving experienced railway officers of the Civil Engineering discipline and their background and experience is similar to the SA Grade Officers who are looking after the construction works. The Commission do not have the infrastructure for going into planning and execution of works nor can the Commission contribute in this regard. Once the works are completed, the Commissioner examines them and any deficiencies pointed out by him are attended to, after which the work is commissioned.

In the case of bridges or other construction, taken up under traffic on the running lines, the scheme and plan of the work are got approved from the Commission, since the same may affect the safety of trains at these work sites.

During the construction stage also the CRSs, do often visit the sites and the suggestions given by them are given due consideration.

There have been no cases where the projects have been rejected or major changes have been necessitated after completion of the works. Only rectification of minor deficiencies before opening of the of the works have been necessary.

No Gauge Conversion works have been carried out, disregarding safety norms and nor have any serious objections been received from the Commission of Railway Safety in this regard. The Ministry of Railways would like to assure the Committee that the safety norms are being strictly adhered to in carrying out all works, whether guage conversion or others and no compromise will be permitted on the safety standards in execution of any works.

As far as cases of new works and guage conversion are concerned, there is no record to show that there has been any instance where CRS has been overruled and the concerned section opened to traffic in face of opposition by CRS.

[M/o Rlys. D.O. No. 96/SCR/x/6 (S.M.) dt. 2.7.96]

CHAPTER IV

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Para No. 98)

For safe running of trains it is imperative that the Signalling and Telecommunication Systems should be modern and faultless. The Committee, however, have observed that with increase in traffic there has been no progressive modernization nor adequate expansion of Signalling and Telecommunication System. Signalling system has advanced tremendously the World over but India is still lagging much behind in the adoption of modern signalling methods. The Committee desire that the Ministry of Railways should ascertain the signalling system being followed in some of the advanced countries of the world so that the same may be suitably adopted by the Indian Railways in a time-bound programme. Resource constraints should not be a hindrance in adoption of the latest technological developments in the field of safety.

Reply of the Government

The necessity of providing modern signalling and telecommunication system for safe running of trains is well appreciated by the Ministry of Railways.

Regarding the observation that there has been no progressive modernisation nor adequate expansion of signalling and telecommunication systems etc. the following remarks are offered:

The world-over, individual systems adopt a particular signalling philosophy to suit the local requirements.

Indian Railways have experienced vast expansion of their traffic and have been continually handicapped for availability of adequate resources. Hence, they had to optimally utilise the available resources to achieve the maximum benefit to the country. This has acted as handicap.

However, it is not correct that Indian Railways have not adopted modern signalling and telecommunication systems.

Colour Light Signalling, Automatic Block Signalling, Auxiliary warning system, Panel Interlocking and Route Relay Interlocking, have all been adopted to various degrees as and when the present system need to be replaced on age-cum-condition basis.

They have also successfully developed Solid State Interlocking system, a state of the art technology and have taken a policy decision to adopt it as its future standards. Optic Fibre Communication System also another state of the art system, has been introduced over 1000 Km. With reduction in costs this system, has also become economically advantageous and the policy decision has been taken to adopt this system in future.

Indian Railways are well aware of the modernisation achieved by various advanced countries and have also adopted them with modifications as suitable to our system.

However, it needs to be appreciated that resource constraint is a reality and the Railways have to judiciously utilise the funds available in modernising their system and has made progress in the most optimal manner.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Comments of the Committee

(Please see para 7 of the Report)

Recommendation (Para No. 102)

The Committee are surprised to note that there is no long term integrated plan for installation of modern signalling devices in the Railways. The Ministry, have however, submitted to the Committee a conceptual Plan which is grossly inadequate and does not indicate any time-bound programme for installation of various safety devices. Undoubtedly, safety is not getting the importance it deserves. The Committee strongly recommend that a well defined time-bound integrated Plan should be formulated without any further delay for systematic installation of modern signalling devices.

Reply of the Government

The Reply sent to the Parliamentary Committee is attached as Annexure. The Ministry would like to submit the detailed plans have been made and Railways are also progressing implementation accordingly.

STANDING COMMITTEE ON RAILWAYS—EXAMINATION OF
THE SUBJECT 'SAFETY MEASURES AND MAINTENANCE
OF ASSETS IN INDIAN RAILWAYS'

- Question No. 11 What is your plan for complete track circuiting? Please furnish a copy of the plan.
- Question No. 12 : Give the details of your programme of track circuiting work to be taken up during the current year as also the next year. Also give the details of stations at which this work is going to be taken up?

Reply : The action Plan for completing Track Circuiting is as under :

Track Circuiting is provided on trunk routes and important main lines. The priority of providing Track Circuiting is as under :—

- (i) FM to FM is proposed to be provided on run through lines on 3228 stations in all the trunk routes of Main lines.
- (ii) FM to Block Section Limit is to be provided only at 1964 stations in all trunk routes but important main lines.
- (iii) FM to FM on loop lines is proposed to be provided at 1310 stations on those stations with Panel Interlocking.

The position of implementation of the Action Plan is as under :—

| Sl. No. | Nomenclature | No. of Stns. involved | No. of Stns. already completed as on 31.3.95 | No. of Stns. remain- ing | Planning for completion | |
|---------|------------------|-----------------------|--|--------------------------|-------------------------|-------|
| | | | | | 95-96 | 96-97 |
| 1. | FM to FM | 3228 | 2866 | 362 | 146 | 216 |
| 2. | FM to BSL | 1964 | 1285 | *679 | 275 | 404 |
| 3. | Other loop lines | 1310 | 1271 | 39 | 17 | 22 |

* In view of shortage of Point sleepers these are proposed to be immediately provided excluding the point zone. The point zone will also be covered.

**STANDING COMMITTEE ON RAILWAYS—EXAMINATION OF
THE SUBJECT 'SAFETY MEASURES & MAINTENANCE
OF ASSETS IN INDIAN RAILWAYS'**

Question No. 13 (a)

Have the Indian Railways got any Integrated Plan regarding upgradation of signalling and telecommunication system ? If so, furnish a copy of that plan.

Reply : The S & T Works which are directly connected with safety are as under :

- (1) Track Circuiting
- (2) Colour Light Signalling
- (3) Second Distant Signalling
- (4) Route Relay Inter-clocking
- (5) Automatic Signalling
- (6) Auxiliary Warning System
- (7) Emergency Communication System
- (8) Train Actuated Warning System at unmanned level crossings.

The directives decided upon in this field are as under :

(1) Track Circuiting : As already indicated, in para 11, Track Circuiting is to be provided on all trunk routes and important main lines. The priority for provision of Track Circuits will be :

| Railways | FM to FM | | FM to BSL | | Other Loop Lins | |
|----------|----------|-------|-----------|-------|-----------------|-------|
| | 95-96 | 96-97 | 95-96 | 96-97 | 95-96 | 96-97 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Central | 12 | 12 | 101 | 85 | 6 | — |
| Eastern | — | 16 | 7 | 8 | — | — |
| Northern | 55 | 72 | 24 | 75 | — | 12 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--------------------|------------|------------|------------|------------|-----------|-----------|
| North Eastern | — | — | — | — | — | — |
| Northeast Frontier | — | — | 23 | 12 | — | — |
| Southern | — | — | 6 | — | 3 | — |
| South Central | — | — | 20 | 18 | — | — |
| South Eastern | 48 | 64 | 39 | 118 | — | 10 |
| Western | 31 | 52 | 55 | 88 | 8 | — |
| TOTAL | 146 | 216 | 275 | 404 | 17 | 22 |

The individual stations on which the work will be done depends upon local conditions as well as concurrent progress of provision of sleepers:

- (i) Fouling Mark to Fouling Mark on Main lines.
- (ii) Fouling Mark to Block Section Limit and of loop lines on panel interlocked stations.

The over-all position and plans to complete the work are already furnished against Question No. 11.

(2) Colour Light Signalling : This is provided on all routes being electrified. It is done alongwith electrification. On other routes, it is provided at stations where reliable electric power supply is available as justified by traffic clearance.

(3) Second Distant Signalling : This is provided on Sections where trains are proposed to be run at speeds more than 120 kmph. The following sections have been identified :

- (a) New Delhi—Bangalore
- (b) New Delhi—Howrah (via Patna)
- (c) New Delhi—Jammu Tawi
- (d) New Delhi—Trivandrum
- (e) New Delhi—Bombay Central

Already sanctioned for provision at 360 stations and remaining 753 stations are expected to be covered in the next two years.

(4) Route Relay Inter-locking : This is to be done only on major junction stations and yards. This will be done when the existing gear become due replacement. The details are as under :—

| | |
|--------------------------------|-----|
| Total No. of stations | 216 |
| Already provided as on 31.3.95 | 166 |
| Approved in 95-96 WP | 4 |
| Under process in 96-97 WP | 7 |
| Balance | 39 |

(5) Automatic signalling : This is provided only where justified according to traffic requirements. The present position is as under :—

| | |
|----------------------------------|------------------------|
| Length provided as on 31.3.95 | Length under provision |
| 2724 Tr. Km | 56 Tr. Km |

(6) Auxiliary Warning System : This system is also provided in heavy density traffic routes. The system was initially sanctioned in Howrah and Mughalsarai and implementation also undertaken. Within a shortwhile, the system had to be abandoned because most of the track side equipments have been stolen away. For a vast network, control of theft will be stupendous and near-impossible. The system cannot therefore be introduced all over.

Where train operation is very intensive like suburban system etc., these are considered adaptable. This has already been introduced on the intensive Bombay suburban system covering 313.62 Kms.

(7) Emergency Communication System :

As far as train communication system is concerned, portable control telephone along with telescopic poles are used by the train crew for communication where overhead line wires are available along the track. Emergency telephone sockets installed at an interval of 1 Km. is used in electrified area for establishing communication.

Train Radio communication through optic fibre has been provided on Bhusawal-Itarsi, Itarsi-Nagpur-Durg sections.

Train Radio Communication on Dhanbad-Mughalsarai section on 18 GHz system has been provided. Besides the above, Train Radio Communication on UHF is under commission between Delhi and Mughalsarai.

In order to facilitate and standardise the system, an Universal Emergency Communication system has been recently tried successfully. This is a simplex VHF system between the driver guard and the station master and works at a fixed dedicated frequency which is allotted to Railways. This also has an SOS facility whereby all trains within the range of 5 Kms. from the affected train can be pre-warned. This system proposed to be introduced in a time span of 2 years *i.e.* by 1997-98.

(8) Train actuated warning system for level crossings :

This is being developed specially for un-manned level crossings. When the train is at a distance of 2 Kms. away while approaching a level crossing, it will actuate a device which will trigger an audio visual alarm at the level crossing. Railways had earlier tried an equipment developed by M/s. CEL but the equipment's performance has not yet been satisfactory as yet.

Recently, the Railways have been trying another equipment by M/s. BEL. Trials on such equipment have been going on for the last 7 years but the system is still not proven. Once it is proven successfully, the Railways would be in a position to implement the system in a time span of 2 to 3 years.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Comments of the Committee

[Please see para 10 of the Report]

Recommendation (Para No. 105)

In the Action Plan for complete track circuiting, the Railways now propose to cover 3228 stations from Fouling Mark in all trunk routes and main lines, 1964 stations from Fouling Mark to Block Section Limit in all trunk routes but important main lines and 1310 stations from Fouling Mark to Fouling Mark on loop lines by the end of Eighth Plan. The Ministry have stated that track circuiting would be done excluding the Point zone which would be covered later as there was a shortage of concrete sleepers required for point sections. The Committee do not approve of all this partial track circuiting which

can mislead the driver and prove dangerous. The Committee, therefore, desire that track circuiting should be provided from Fouling Mark to Block Section Limit (BSL) on all 3228 stations on trunk routes and main lines as already recommended by the Railway Reforms Committee.

Reply of the Government

The point that partial track circuiting can mislead the driver and prove dangerous is not a correct appreciation. While the Railways agree that inclusion of the point zone is all comprehensive necessity. Provision of a track circuit excluding point zone improves requirement of safety to a very great extent.

The Railway Reforms Committee have recommended provision of track circuit from FM to Block Section Limit only on trunk route and important mainlines and Railways have given priority to this. The provision of track circuit between FM to Block Section Limit on the main line also will be given due consideration by the Ministry once the provision on important main line is completed.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Comments of the Committee

[Please see para 13 of the Report]

Recommendation (Para No. 109)

The Committee note that the Railways propose to instal Emergency Communication System where a socket would be provided at every 1 km. of electrified section and Driver with emergency telephone instrument can speak to the nearest Railway station in case of emergency. Though, this device seems useful but in actual practice it cannot be a good substitute to Train Radio Communication where the Driver has to be in constant touch with the Control Room. In any event there should be no let up in installation programme of efficient Train Radio Communication System in Railways. Efforts should be made to install more efficient alternative system with different available equipments.

Reply of the Government

The Railways have decided to go in for Universal Emergency Train Radio Communication System on all the sections in a phased manner. Out-of-turn works have been sanctioned to provide universal emergency

train radio communication system at a cost of Rs. 62 crores during 1995-96 in electrified area. Other sections will also be covered by the system in a phased manner. The time span for completion is expected to be 2 years.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Comments of the Committee

[Please see para 16 of the Report]

Recommendation (Para No. 115)

During non-official evidence the Committee were informed that the post of Train Examiner is filled up by direct recruitment and also through Departmental promotions from Safaiwalas, Khalasis, Helpers etc. The Committee are of the view that the method of promotion of Promotee Train Examiners needs to be reviewed as it is a technical job and has bearing on the safe running of the trains. Therefore, Railways should prescribe some minimum technical qualifications for the Promotee Train Examiners and before promotion to the post of Train Examiner intensive training in train examination be given to them. They desire that for the post of Switchman also some minimum technical qualifications should be prescribed as modern signalling techniques require highly intelligent, technically and thoroughly trained staff for handling and for operation of the equipment. The Committee also desire that there should be some mechanism to evaluate the training performance of trainees on completion of training and refresher courses. In case of non-satisfactory performance, the training period should be further extended. The Committee recommend that the syllabus for the training programmes should be constantly updated to keep pace with the modern technological developments.

Reply of the Government

1. As per the extant instructions, the vacancies in the category of Train Examiners in scale Rs. 1400-2300 are filled as under :—

- (i) 40% by direct recruitment as Apprentice Train Examiners through the Railway Recruitment Boards—Educational qualification-Diploma in Mech/Elect. Engineering.
- (ii) 20% by Intermediate Apprentices from amongst serving Matriculate employees with three years service in skilled grade(s) and below 45 years of age; and

- (iii) 40% by promotion by selection from amongst Mistries/ Skilled Grade I & II. If the selection/supplementary selection fails to provide enough candidates, the remaining vacancies are filled through supplementary selection from amongst skilled grade (with 5 years service in skilled grades and 8th class qualification or with 3 years service and Matriculation) the condition regarding qualification applying to staff in skilled grade III.

1.1 As it is clear from the above that it is not a fact that TXRs are filled up by promotion from Safaiwalas, Khalasis, Helpers etc. While no technical qualification has been prescribed for promotion to the post of Train Examiners against the 20% LDCE quota and 40% promotional quota only employees empanelled in the selections consisting of a written test and *viva-voce* conducted by a Committee of 3 officers, are eligible for promotion. Before promotion to the post of TXR the selected intermediate apprentices undergo 2 years training. Intensive training course of a shorter duration is arranged for the departmentally promoted quota candidates considering their relatively longer experience in carriage and wagon maintenance.

2. As per extant instructions vacancies of Switchmen are filled up as follows :—

- (i) 50% vacancies of Switchman will be filled by staff having VI standard qualification from amongst the normal promotional categories *viz.* Leverman/Cabinman through selection, based on a written examination and *viva-voce* designed to test the professional ability and knowledge of safe working rules required in the discharge of the duties of Switchmen;
- (ii) 50% of the vacancies or such higher number as could not be filled up by (i) above, will be filled up by written examination and *viva-voce* from amongst group 'C' and 'D' staff of operating department with minimum 5 years regular service and with Matriculation qualification.

Before actual promotion to the post of Switchmen, the selected candidates have to undergo and training for a duration of 35 working days and only those who are declared passed at the end of this training are posted as such.

3. Prescribing technical qualification for promotion to the categories of TXR and Switchmen will mar the promotional prospects of the

employees in the feeding categories. The existing stipulations for promotion requiring a combination of general educational qualification and experience are considered to be a reasonable balance between the requirement of the job on the one hand and the aspirations of the employees on the other especially when successful completion of training is also a pre-requisite before actual promotion.

4. Training performance of trainees on completion of training and refresher course is being evaluated through tests where the training is of sufficient duration and for short term courses, the evaluation is done through interview/discussion to ensure that everybody understands what has been explained and only when their standard of knowledge is certified they are taken back to the working post and if it is found that their level of knowledge is not satisfactory they are given further training.

5. A comprehensive training needs analysis of all categories of staff of each Deptt. is done through a series of meetings of Senior Administrative Grade Officers of that department who are nominated members of these working groups. Based on the analysis, a modular approach has been adopted for imparting training to the staff catering to all functional requirements in day to day working, staff on the Railways are properly trained by giving them suitable courses so that they get acclimatized to the changing work environment. Development of formal modules of Training and course contents with a view to make the training more comprehensive is already in hand.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Comments of the Committee

[Please see paras 21 & 22 of the Report]

Recommendation (Para No. 117)

It was brought to notice of the Committee by the Indian Railways Promotee Officers Association that the safety norms for the running goods trains have been lowered. Earlier the train examination which was done after every 400 kms. of run is now being done 'end to end'. This practice has not been approved by the Commission of Railway Safety also and they have included it as a non-resolved issue in one of their Annual Reports. The Committee feel that this recommendation of the Commission of Railway Safety has weight. The earlier practice seems to be quite sound for safe running of the trains. They, therefore, recommend that the Railways should revert to the old system of examination of the running train instead of 'end to end'.

Reply of the Government

End to end running of goods trains has been resorted to only in respect of trains comprising of the rolling stock with roller bearing. These wagons have been segregated into separate rakes and are moved in block rakes from point to point to avoid damages which may take place during humping operations. Examination of safe to run nature after every 400 kms. was in existence long back when the major freight movement was through plain bearing stock and trains were humped in almost all major yards. Subsequently, lot of technical inputs have been made to make the freight stock more reliable and less failure prone. Amongst others, few of the salient technical inputs are as under :

1. Bogie stocks with CBC and roller bearing fittings.
2. 4-Wheeler stocks with CBC and roller bearings.
3. Design improvements in UTC bogie frames and springs
4. Introduction of air brake stocks with cast bogies having coil springs.

The above mentioned improvements have been done in order to avoid failure of components and hence to reduce inspections/examinations. Apart from these technical changes, modern facilities have been created in wagon repair depots to undertake intermediate schedule repairs like ROH where thorough attention to bogie wheels & brake gear is ensured to give trouble free & safe service till next ROH.

The system of end to end running of goods trains is resulting in higher productivity without any compromise on safe running of trains. The Rlys. do not propose to revert back to the old system of examination.

[M/o Rlys. D.O. No. 96/SCR/X/6/(S.M.) dt. 2.7.96]

Comments of the Committee

[Please see para 25 of the Report]

Recommendation (Para No. 118)

The Commission of Railway Safety through its inspectorial, regulatory and investigatory roles directs and advises the Railway

administration and ensures that adequate measures are taken for safety of train operation and soundness of Railway construction. However, the recommendations of the Commission are only recommendatory and not mandatory. It is open to the Railways to accept or not to accept the recommendations of the Commission. Even though 90% of their recommendations are accepted by the Railways, still there are 32 recommendations made from 1980-81 to 1993-94 which have not been accepted by the Railways as mentioned in the Annual Report of the Commission. The Committee find that there is no mechanism through which the Railways can be made to accept those recommendations where there has been disagreement between the Railways and the Commission. The Committee, therefore, recommend that some machinery may be devised to ensure that the recommendations of the Commission receive the attention at the highest level.

Reply of the Government

The recommendations made by the Commission of Railway Safety are examined at the highest level and, as appreciated by the Committee, most of them are accepted by the Government. In rare cases, where a particular recommendation is not feasible or acceptance, the Commission is suitably advised of the same along with the reasons for non-acceptance.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Comments of the Committee

[Please see para 28 of the Report]

CHAPTER V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

Recommendation (Para No. 103)

The Committee note that the Government have appointed a high level group to improve the safety standards of the Indian Railways after the disastrous train accident at Ferozabad in August, 1995. They hope that the findings of the group will also be helpful in formulating a long term integrated plan on safety.

Reply of the Government

The High Level Group on Safety has submitted its Report. The recommendations made by the Group are being examined for further necessary action.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 113)

Another grey area which needs immediate attention is the training imparted in the Training schools run by Railways. The Wanchoo Committee had observed as back as in 1968 that the Railways had introduced/extended the use of modern sophisticated equipment in various fields of Railways operation namely signalling, motor power etc., it was imperative that the staff entrusted with the responsibility of handling operation and maintenance of all such equipments are imparted adequate and intensive training. From the information received by the Committee and the evidence tendered before them by various organizations, the Committee have noted that the number of persons and the quality of training being imparted in the training schools has been inadequate and not of the requisite standard. Not only the training schools are ill-equipped but also the number of Instructors is not adequate and well trained possessing training skills expected of them. The Committee find that only 40% of the training facilities are being utilized. There are not enough training reserved posts available on the Indian Railways. The working of the Ghaziabad Training School is a glaring example of the standard of training which

might have been imparted there. Out of 19 posts of faculty members in S & T, 8 are lying vacant. To attract better instructors for Training Schools it is imperative that higher incentives should be given to them. It is surprising that the incentive of 30% of the basic pay being given earlier has been reduced to 15%. The Committee recommend that suitable incentive should be given to attract better Instructors for the Training Schools as these posts are at present considered as side-lined posts. It need hardly be emphasized that urgent steps should be taken to fill the vacancies of Instructors in the Training Schools.

Reply of the Government

All the Zonal Training Centres/Supervisors' Training Centre are being adequately equipped with sophisticated equipments. Instructions have already been issued to the training centres for having the following minimum training aids :

- (a) OHP & Screen in every class room.
- (b) One Video Camera
- (c) One TV & VCR
- (d) One projection TV
- (e) One photocopy machine
- (f) One resograph machine
- (g) One PC-AT 486 DS 66 MHZ or Pentium and Scanner and laserjet or inkjet printer.
- (h) Public Address System.
- (i) White Board and Marker Pens in each class room
- (j) Flip Charts in each class room.
- (k) Transparencies with OHP marker.

In order to ensure that the posts of instructors are not treated as unimportant and only persons of high calibre and having aptitude to function as instructors are posted in the training establishments, a system of selecting the faculty members by a Selection Committee including the officer incharge of the training centre, has been adopted. The Committee assesses the applicants for educational qualification, professional background and competency and also their ability to impart training. These instructors are sent for the "Training of Trainers' Course" while being posted to the training institutes.

To attract more and better quality of instructors, DOP & T have been approached to restore the earlier allowance i.e. 30% of the basic pay. Decision of DOP & T is awaited. The matter is being pursued further with them.

[M/o Rlys. D.O. No. 96/SCR/X/6 (S.M.) dt. 2.7.96]

Recommendation (Para No. 120)

To make the functioning of the Commission of Railway Safety more effective, the Committee also desire that the status of Chief Commissioner of Railway Safety should be equal to the members of the Railway Board and that of Commissioners, Railway Safety at par with the General Managers of Zonal Railways so that there is no clash of authority among them. The Committee are also of the view that the Reports of the Commission of Railway Safety should be laid on Table of the House.

Reply of the Government

On the recommendation of the Standing Committee on Railways regarding laying of all railway accident reports on the Table of the House, this Ministry is seeking advice of the Law Ministry and on receipt of their advice, the action regarding implementation of the Standing Committee's recommendation will be taken in consultation with the Ministry of Railways.

As regards the other recommendation relating to elevation in the status of the Chief Commissioner the Railway Safety and the Commissioners of Railway Safety, the matter is under examination and a reply in the matter will be sent shortly.

[M/o Civil Aviation and Tourism O.M. No. H. 11013/2/95-RS.
dt. 08.08.1996]

NEW DELHI;
19 November, 1996
9 Kartika, 1918 (Saka)

BASUDEB ACHARIA,
Chairman,
Standing Committee on Railways.

APPENDIX I

MINUTES OF THE TENTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1996-97)

The Committee sat on Wednesday, the 06 November, 1996 from 1500 hrs. to 1545 hrs. in Main Committee Room, Parliament House Annexe, New Delhi.

PRESENT

Shri Basudeb Acharia — *Chairman*

MEMBERS

Lok Sabha

2. Shri Satya Deo Singh
3. Shri Dhirendra Agarwal
4. Dr. Sahebrao S. Bagul
5. Dr. Ramvilas Vedanti
6. Shri K.P. Singh Deo
7. Shri Chun Chun Prasad Yadav
8. Shri P. Theertharaman
9. Shri Ram Singh Shakya
10. Shri K. Parasuraman
11. Shri K.P. Naidu
12. Shri Narayan G. Athawalay
13. Shri Sukhlal Khushwaha
14. Shri Ram Bahadur Singh
15. Dr. Prabin Chandra Sarma

Rajya Sabha

16. Shri W. Angou Singh
17. Smt. Malti Sharma
18. Dr. (Smt.) Chandrakala Pandey

SECRETARIAT

Shri R.C. Gupta — *Deputy Secretary*
Smt. Anita Jain — *Assistant Director*

2. The Committee considered the Draft Report on Action Taken by Government on the recommendations contained in the 19th Report of Standing Committee on Railways (1995-96) on 'Safety Measures and Maintenance of Assets in Railways' and adopted the same subject to the amendments/modifications as shown in the Annexure.

3. The Committee authorized the Chairman to finalise the Report after making consequential changes arising out of factual verification by the Ministry of Railways and to present this Report to both the Houses of Parliament.

The Committee then adjourned.

Amendments / Modifications made by Standing Committee on Railways in the Draft Report Action on taken by Government on the Recommendations contained in their Nineteenth Report Measures on 'Safety and Maintenance of Assets in Railways'

| Page No. | Para No. | |
|-----------------|-----------------|--|
| 15 | 22 | <i>Add at the end of para</i> Simultaneously technical training should also be imparted before their induction as Train Examiner and Switchman. |

APPENDIX II

ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON THE RECOMMENDATIONS/OBSERVATIONS CONTAINED IN NINETEENTH REPORT OF THE STANDING COMMITTEE ON RAILWAYS (1995-96)(TENTH LOK SABHA)ON 'SAFETY MEASURES AND MAINTENANCE OF ASSETS IN RAILWAYS'

| | |
|--|-------|
| Total number of recommendations/observations | 28 |
| (i) Recommendations/Observations which have been accepted by the Government | 13 |
| <i>(Vide recommendations/observations Paras 97, 104, 106, 108, 110, 111, 112, 114, 116, 121, 122, 123 and 124)</i> | |
| Percentage of Total | 46.4% |
| (ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies | 5 |
| <i>(Vide recommendations/observations Paras 99, 100, 101, 107 and 119)</i> | |
| Percentage of Total | 17.8% |
| (iii) Recommendations/Observations in respect of which Government's replies have not been accepted by the Committee and which required reiteration | 7 |
| <i>(Vide recommendations/observations Paras 98, 102, 105, 109, 115, 117 and 118)</i> | |
| Percentage of Total | 25.1% |

(iv) Recommendations/Observations in respect of which final replies of Government are still awaited 3

(*Vide* observations/recommendations Paras 103, 113 and 120)

Percentage of Total 10.7%