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COMMITTEE ON PETITIONS

(SEVENTH LOK SABHA)

ELEVENTH REPORT

[Representation regarding augmentation of railway facilities in Indore]



[Presented to Lok Sabha on 5.11.1982]

LOK SABHA SECRETARIAT
NEW DELHI

November, 1982/Kartika, 1904 (Sak.)

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COMPOSITION OF THE COMMITTEE ON PETITIONS
(1982-83)

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ELEVENTH REPORT OF THE COMMITTEE ON PETITIONS (SEVENTH LOK SABHA)

I

INTRODUCTION

1.1 I, the Chairman of the Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this Eleventh Report of the Committee to the House regarding representation relating to the augmentation of railway facilities in Indore.

1.2 The Committee considered the representation at their sittings held on 11 March and 27 July, 1982. The Committee undertook on-the-spot study visit to Indore on 15 and 16 September, 1982, to study the problem of lack of terminal facilities for handling additional/direct fast trains from Indore to Bombay and Delhi and the need for metropolitan railway service for Indore-Mhow-Ujjain and Dewas. The Committee held informal discussions with the Railway Officers, representatives of the Rail Samasya Nivaran Samiti and various other Organisations at Indore. The Committee also visited the Indore, Mhow and Ujjain Railway stations.

1.3 The Committee took oral evidence of the representatives of the Ministry of Railways (Railway Board) on 8 October, 1982.

1.4 The Committee considered their draft Eleventh Report at their sitting held on 3 November, 1982 and adopted it.

1.5 The Committee wish to express their thanks to the Chairman of the Railway Board, Chief Planning Officer, Western Railway, Divisional Railway Manager, Ratlam Division, Ratlam and other Officers for furnishing the requisite information to the Committee in connection with the examination of the subject.

The Committee also express their thanks to the representatives of the Rail Samasya Nivaran Samiti, Indore for their valuable suggestions made during their discussion with the Committee when they visited Indore.

NEW DELHI;
3 November, 1982

Kartika 12, 1904 (Saka).

R. L. BHATIA,
Chairman,
Committee on Petitions.

II

REPORT

Shri Phool Chand Verma, M.P. forwarded a representation signed by Sarvashri Dinkar Dattatraya Soman and Pritam Lal Dua, Conveners, Rail Samasya Nivaran Samiti, Krishnapura, Indore, regarding augmentation of railway facilities in Indore.

A. Petitioners' grievances and prayer

2.2. In their representation, the petitioners stated as follows:—

“The population of Indore City which was 3 lakhs 40 years ago, has now gone up to 9 lakhs but there has hardly been any improvement in the railway facilities during these years. Indore is the biggest city of Madhya Pradesh and also a leading business centre. Among the major cities of India, Indore ranks 14th but in the railway map its place is somewhere at the bottom. This step-motherly treatment continues to be upabated.

In this connection, several movements have been launched, representations made and all constitutional methods adopted by the representatives of the people and the Committees of the citizens to highlight the demand for augmenting railway facilities during the past fifteen years but there has been no improvement except some assurances.

Therefore, we submit herewith a petition to the Parliament of India and pray that before people lose faith in Parliamentary methods for getting grievances redressed, the Executive may be directed to accept the legitimate demand for augmenting railway facilities in Indore as under:

- (1) Super fast train service from Indore to Bombay and Delhi.
- (2) Metropolitan railway service for Indore-Mhow-Ujjain and Dewas.”

B. Comments of the Ministry of Railways (Railway Board) and Evidence before the Committee

2.3 The representation was referred to the Ministry of Railways (Railway Board) for furnishing their factual comments thereon for consideration by the Committee. In their factual note dated 29th December, 1981, the Ministry of Railways (Railway Board) have stated as follows:—

“Introduction of an additional/direct fast train between Indore and Bombay and between Indore and Delhi is not operationally feasible at present for want of spare line capacity on saturated sections enroute and due to the lack of requisite terminal facilities for handling additional trains at these stations. Besides, coaching stock is also not available for introduction of new trains. However, for the convenience of passengers from Indore to Bombay and Delhi one coach had been introduced on ~~the~~ Frontier Mail to run as Delhi-Ratlam-Bombay coach with change of indication board at Ratlam. In this coach adequate quota had been earmarked for passengers from Indore. In addition the through passengers between Indore and Delhi and Indore and Bombay can also avail of the existing through coach running between Indore-Bombay and Indore-Hardwar by 19/20 Dehradun Express and 87/88 Passengers and reservation quota provided for them on train like 3 Dn/4 Up Frontier Mail, 23 Dn/24 UP Janata Express and 181/182 Sarvodaya Express and 25 Dn. Deluxe Express.

Regarding the proposal to run suburban services for Indore, Ujjain, Dewas and Mhow, it may be stated that at present Indore is connected with Mhow by as many as 8 pairs of fast passenger trains which provide convenient morning and evening services in both directions between these places. The Ujjain-Dewas-Indore section is served by 5 pairs of passenger trains, 2 of which originate and terminate at Dewas providing morning and evening shuttles between Indore and Dewas in both the directions. Between Ujjain and Indore, apart from the 3 services of the BG, 3 pairs of passenger trains are also running between these places on the MG line. It will thus be seen that Indore is already connected with Ujjain, Dewas and Mhow by a number of trains which provide convenient services round the clock.

Introduction of additional trains is, however, not feasible at present as there is acute shortage of coaching stock. Besides, terminal facilities are also not available at Indore for maintenance of the rakes of additional trains."

2.4 The Committee were not satisfied with the reply of the Ministry of Railways on the points raised in the representation and they decided to undertake an on-the-spot study visit to Indore with a view to study the problem of lack of terminal facilities for handling additional/direct fast trains from Indore to Bombay and Delhi and the need for a metropolitan railway service for Indore-Mhow-Ujjain and Dewas in depth. The Committee visited Indore on 15 and 16 September, 1982. A number of non-official bodies met the Committee at Indore and placed before them various suggestions for the development of rail facilities in the entire Malwa region. A list of names of bodies and individuals who met the Committee is given in Appendix. One demand was common in all the representations and that was need for a fast train between Indore and Delhi and Indore and Bombay.

2.5 The petitioners made two demands in their representation i.e. (1) Introduction of a super fast train service from Indore to Bombay and Delhi and (2) Metropolitan Railway service for Indore-Mhow-Ujjain and Dewas.

(1) Super fast train service from Indore to Bombay and Delhi.

During their on-the-spot study visit to Indore, the Committee were informed by the Railway officers that in the post-independence era, Indore had developed into a large industrial centre of Madhya Pradesh, which extended upto Dewas on the one side and Mhow on the other side. It was a District and Commissioner's Headquarter, seat of the University and the hub of activity for social and cultural events.

With the phenomenal growth in the industrial activity in that area, the population of Indore as well as townships, like Mhow, Dewas, had also witnessed a spurt.

2.6 The Committee were also informed by the petitioners that in spite of great traffic inconveniences, Indore was marching on the path of progress as it was situated on the Bombay-Agra highway. It had grown as the largest centre of truck-transport not only of India but also of Asia. There were more than 400 big offices of transport companies in that city and it had become a transit point for the goods to be sent to various places in the country. According to the petitioners, approximately 1773 passengers travelled daily from Indore, Ujjain and Dewas towards Bombay and other cities falling under Western Railway by bus in the absence of railway

facilities. The petitioners contended that despite the high rates of fare in private buses, those were always over-packed. Further, due to increase in the volume of the traffic, there was a proposal for introduction of 26 more buses from Indore, Ujjain and Dewas for different places. According to the petitioners, the volume of traffic between Indore-Bombay and Indore-Delhi could be judged by the fact that the Indian Airlines was going* to start a Boeing 737 service daily from 1 October, 1982 on Bombay-Delhi and Delhi-Bombay routes *via* Indore.

The Committee were informed that from income point of view, Indore had got third place on Western Railways. It had got the first place in India in the matter of telephone revenues. According to the petitioners, if rail facilities were provided, then by connecting Dhar with Mhow-Indore-Dewas and Ujjain, that region had great potential of becoming a vast industrial area.

According to the petitioners, the annual contribution towards Sales Tax to the Madhya Pradesh Government by the Indore Division and Ujjain Division was about 33 per cent and 9 per cent, respectively.** As per the statistics available for 1980-81, Indore Division and Ujjain Division had paid Rs. 71.75 crores and Rs. 19.27 crores respectively as Sales Tax to the State Government. Last year (1981-82), Indore alone had the privilege of paying Rs. 37 crores as Income-tax to the Central Government. Out of the total industrial production in Madhya Pradesh, 24 per cent industrial production took place in the industrial areas of Indore and Dewas alone and Government had earned about one crore of rupees as excise duty on that production.

2.7 The petitioners had submitted the following statistics in support of their demand for introduction of fast trains from Indore to Delhi and Bombay:—

Madhya Pradesh	Population as per 1981 Census*** (Provisional figures)
Indore	8,27,071
Raipur	3,38,973
Jabalpur	7,57,726
Ujjain	2,81,878
<i>Gujarat State</i>	
Surat	7,76,004
Vadodara	7,33,656

*Actually started from 1 October, 1982.

**As per Facts and Figures, 1981 issued by Sales Tax Department, Madhya Pradesh.

***Census of India, 1981, Paper-2, pp. 98, 125 and 126.

The petitioners submitted before the Committee that Surat and Vadodara though having less population as compared to the population of Indore and Ujjain put together, both the towns of Gujarat State had been linked with numerous fast indirect trains and a few fast direct trains to Bombay while Indore and Ujjain had been denied and rather ignored by the Indian Railways so far as the demand for fast trains was concerned. Similarly, both Raipur and Jabalpur having less population as well as revenue earnings, had been linked with direct fast trains to Delhi/Bombay.

2.8 The Committee were also informed by the Railway Officers at Indore that from 1 October, 1982, additional capacity was being augmented in each direction towards Delhi as well as Bombay by attaching four more through coaches to 87 DN/88UP Nagda-Indore Passengers and 19DN/20UP Bombay-Dehradun Express.

Those arrangements would make available additional accommodation in each direction for through passengers as under—

First Class	10 berths
Second Class.....	75 berths
(Sleeper)	
Second Class.....	200 seats.
(Ordinary)	

2.9 During his evidence before the Committee, the Chairman, Railway Board, agreed that there was increase in the traffic and there was room either for the introduction of a train or for attaching more coaches to the various trains which were going from Indore to Bombay or coming from Indore to Delhi. The Chairman, Railway Board, also informed that in view of that demand, they had made a radical change in the time-table which came into force from 1 October, 1982. Earlier, they were running only two connecting coaches in either direction coming to Nagda and connecting fast trains going towards Bombay or Delhi. From 1 October this year, they had made it six coaches which was equal to a train except that the train number was not there. They had also checked up the occupation figures after the introduction of that service. Towards Bombay, the occupation of those coaches in the first six days had ranged from 40 to 60 per cent in First Class and 60 to 70 per cent in Second Class. Towards Delhi, the traffic was more. First Class occupation was 60 to 90 per cent and in Second Class, it was 95 per cent. According to the representatives of the Ministry of Railways, the increase that had been given was virtually of the order of a train load.

2.10 The Chairman, Railway Board, however, stated that even if they had the capacity to introduce a direct fast train, the timings would not be suitable. Further there were constraints of terminal facilities. These were not necessarily at Indore alone where they were comparatively minor. The terminals at Bombay and Delhi for instance, were very much saturated, where scope for expansion was limited. What they had done was to tag on more coaches. He felt that the saturation was more so at Bombay as compared to Delhi. At Nizamuddin they had done something; at New Delhi they had started the Second Phase. But that was not of a scale which Delhi should have. Bombay being a narrow island, they could not run any long-distance train from there because platforms were not there to accommodate the trains. The platforms at Bombay were made when there was nothing like diesel or electric traction. These were the major terminals to which those trains were fed, but there were certain difficulties. At other stations, terminals were easier to develop. The Chairman, Railway Board, was of the view that even if they provided a direct train, it would, of necessity, be at awkward timings.

2.11 During evidence when the Committee enquired whether looking at the increase in passenger traffic ranging between 60 per cent and 90 per cent in First Class and occupation up to 95 per cent in Second Class on Indore-Delhi section since the introduction of additional coaches from 1 October, 1982, the demand for introduction of direct express train was not justified, the Chairman, Railway Board, agreed that it was not disputed and that they were fully conscious of it. It was their continuous effort to provide more and more facilities.

2.12. When asked about any other proposal to cater to the need of people of Malwa, a backward area, the Chairman, Railway Board, informed the Committee that with the introduction of additional coaches, the demand would be satisfied adequately for some time to come. However, they had different types of works in hand for increasing the capacity. Delhi to Bombay route was being electrified. Till the electrification was completed, the capacity would get reduced because they had got to provide for blocks etc. Eventually, the capacity would increase. Then, there had been a slight easing of the route due to the Mathura refinery coming up. The witness felt that though the route had got eased up to Mathura, still they were short of capacity.

2.13 The Committee referred to the impression gained by them during their visit to Indore that even though additional coaches might be added to the Dehradun Express between Indore and

Delhi and Indore and Bombay, the aspirations of the people would not be satisfied because they wanted a fast train. (It is to be noted that the Dehradun Express to which additional coaches are being attached from 1-10-1982 takes 21 hours to reach from Indore to Delhi). The Committee enquired whether the Railway Board had any plan to meet that demand. The Chairman, Railway Board, replied that he had no closed mind on the matter.

2.14 In their note furnished to the Committee at Indore, the Western Railway had stated as follows:—

“While deciding about running of an additional train, the Administration will have to provide for additional coaches, additional locomotives and requisite track capacity and terminal facilities. The financial viability of any proposal will have to be weighed in this perspective. The Western Railway Administration has already made provision for a washing line at Indore within the available funds. However, the decision for introduction of a new train has to be taken on an All-India basis, taking into account *vis-a-vis* various demands on hand and availability of resources etc.”

It was also stated in their note that the Western Railway Administration had been alive to the problem of increase in passenger traffic in that area and had extended various facilities from time to time in the last few years, within the financial limitations.

2.15 The petitioners had, however, pointed out that while many new trains had been introduced in other areas in the recent past by giving priority, their demands remained pending for a long time. The petitioners pointed out that how more rakes were made available for those trains.

2.16 The petitioners further maintained that track capacity was always stated to be short on Ujjain-Nagda section and to obviate that the Railway administration could divert a few of the 18 pairs of goods trains of Ujjain-Nagda section towards Surat-Bhusaval section where only four pairs of goods trains and other passenger trains were run for Gujarat area. Further, goods trains on Ujjain-Nagda section were operated mainly for transportation of coal and other raw materials for Gujarat area and thereby depriving the people of the Indore area from passenger trains.

2.17 The petitioners further maintained that despite lack of terminal facilities at Bombay, Railway Administration had introduced Week-end Express, also announced the extension of Rajdhani

Express to four days instead of two days hitherto and had also provided the terminal facility on Platform No. 5 of the Bombay Central Station for the purpose. The objection of the Railway Administration towards their demands on the pretext of absence of terminal facilities showed the hollowness of their arguments.

2.18. The petitioners had also informed that suggestions made by them in the past had not been implemented, whereas the Railway Administration had readily accepted the demands of other areas. In support of their contention, the petitioners stated as follows:—

- (1) We had demanded that a fast train should be provided to us on the days when Rajdhani Express is not operated. Instead, Railway Administration had introduced Sarvodaya Express on our route between Ahmedabad and Delhi.
- (2) We had demanded that 69/70 Ajmer-Kachiguda bi-weekly train should be operated daily and it should be extended up to Delhi, but instead Garib-Nawaz Express was introduced on the route of Ajmer-Jaipur-Delhi.
- (3) We had suggested that a weekly service should be provided between Ahmedabad and Indore by utilising the rakes of Sarvodaya Express, but instead, the Railway Administration has extended the operation of Navjivan Express as bi-weekly."

2.19 The Chief Planning Officer, Western Railway and Divisional Railway Manager, Ratlam Division, Ratlam, had stated before the Committee during their visit to Indore that no survey of the traffic emanating from Indore to Bombay and Delhi had been conducted. When asked to state how the Committee were informed that running of direct trains was not justified without conducting a survey of the traffic emanating from Indore to Bombay and Delhi, the Chairman, Railway Board, stated during the evidence that normally, they conducted surveys as to the extent of the traffic that moved by Railway. Unless there were some exceptional circumstances, they did not conduct such a census of traffic that was moving by other modes. What they had said was about capacity constraints. Requests for additional trains, although justified on grounds of traffic offering on several routes, could not be accommodated for other reasons like capacity, terminal capacity, shortage of coaches etc. As regards the quantum part of it, the representative submitted that in several parts of the country, it could justify the introduction of trains. But they had their own constraints.

2.20 The Committee were also informed during study visit that a survey for Broad Gauge line extension from Indore to Dahod had recently been ordered, which would open up Indore for further better services on the broad-gauge system of the Western Railway.

During the evidence when enquired how long it would take to provide the link from Dahod to Mhow *via* Indore for which the engineering-cum-traffic survey had been sanctioned by the Railway Board, the Chairman, Railway Board, stated that the survey had been done twice—once in 1954 and another in 1964. On both the occasions, the survey showed it as unremunerative route and, therefore, no further progress could be made. Another survey was going to start from November which would be completed in a year's time. So it all depended on survey. They could not make a guess as to when that link would be completed because there were several other projects in hand for which they were short of funds.

(2) Metropolitan Railway Service for Indore-Mhow-Ujjain and Dewas

2.21 As regards introduction of Metropolitan Railway Service for Indore-Mhow-Ujjain and Dewas, the Ministry of Railways (Railway Board) stated in their written reply dated 29 December, 1981 as follows:—

“At present Indore is connected with Mhow by as many as 8 pairs of fast passenger trains which provide convenient morning and evening services in both directions between these places. The Ujjain-Dewas-Indore section is served by 5 pairs of passenger trains, 2 of which originate and terminate at Dewas providing morning and evening shuttles between Indore and Dewas in both the directions. Between Ujjain and Indore, apart from 3 services of the BG, 3 pairs of passenger trains are also running between these places on the MG line. It will thus be seen that Indore is already connected with Ujjain, Dewas and Mhow by a number of trains which provide convenient services round the clock. Introduction of additional trains is, however, not feasible at present as there is acute shortage of coaching stock. Besides, terminal facilities are also not available at Indore for maintenance of the rakes of additional trains.”

2.22 During their study visit, the Committee were informed by the Railway Officer that the quantum of inward and outward daily

average passenger traffic handled at Indore, Mhow, Dewas and Ujjain was as under:—

	INWARD		OUTWARD	
	1981	1982	1981	1982
Indore .	7142	7625	9227	9272
Mhow	2619	2595	2884	3365
Dewas .	865	867	923	902
Ujjain .	5506	5667	4611	4595

2.23 In order to handle the passenger traffic offered at these terminals, the Western Railway Administration was running following number of passenger trains:—

Section	UP	DOWN
METRE-GAUGE :		
Indore-Mhow .	12	12
Indore-Fathahabad	7	7
Fathahabad-Ratlam .	4	4
Fathahabad-Ujjain	4	4
BROAD-GAUGE :		
Indore-Dewas	5	5
Dewas-Ujjain	3	3

2.24 In the note submitted by the Western Railway during their visit to Indore the Committee were also informed that services on the Indore-Mhow-Ujjain-Dewas section were in keeping with the traffic offering. At present, twelve pairs of trains were available between Indore-Mhow and it was felt that the area was adequately served by those trains. The occupation ratio of those trains was also a point in that direction. There were only one or two trains, which had got more than 100 per cent occupation ratio which was un-avoidable during peak hours in even the most advanced countries. Those trains could be strengthened on availability of coaching stock, of which there was at present an acute paucity. What to say of an additional train, the occupation ratio of shuttle services between Indore-Dewas being around 50 per cent or less, did not justify even strengthening of the rakes.

It was but natural that at a particular time of the day, especially in the morning around 10.00 hours and in the evening around 17.00 hours, a large number of commuters wanted to avail of the transport facilities. The Railway Administration was even at present running adequate number of services, catering to the need of all these streams.

2.25 The Committee were also informed that satisfactory parallel road services were also available between Indore-Mhow and Indore-Dewas-Ujjain. Not only that the road was very good but also that transport system provided for a very quick and frequent transportation. There was a bus service available between Indore-Mhow at every 15 minutes. Similarly, for Dewas side, frequent bus service was available after every 30 minutes.

2.26 In their note submitted to the Committee during their visit to Indore, the petitioners had stated that despite availability of buses on Indore-Mhow-Indore-Dewas and Indore-Ujjain routes after every 15 minutes and on Indore-Bhopal route after every 30 minutes, the passengers had to wait for hours together for getting a bus.

2.27 During the evidence when enquired whether it would be feasible to create more viable capacity on the Indore Section by introducing more diesel engines or resorting to electrification or changing all the engines into the diesel engines, the Chairman, Railway Board, explained that between Indore and Mhow they were running twelve UP and twelve Down passenger trains. That included eight shuttle trains; four pairs of long distance trains. The occupation of those trains apart from the peak-hour trains in the morning and in the evening was said to be 80 per cent. That meant those trains were very busy. Peak hour phenomena was that occupation was 120 per cent. So, with the peak-hour phenomena and it being a single-line section, the structure of the peak-hour could not be changed very much. Another train could not be introduced because Offices opened at 10 O'clock and if a train arrived at 08.45, still the passengers would prefer to go by 09.45 train. Due to shortage of coaches, they were not running with full load. There must be a full load at least on the morning trains. On the other hand, the coaches must be detached because otherwise it was a wastage of energy. If the trains were already running with 70 to 80 per cent capacity, although they might have coaches, instructions had been given to detach those coaches to conserve energy. The full capacity of the trains was not being utilised. The Committee were informed by the Chairman, Railway Board that they were now able to increase the load of the trains so that the demand was met adequately.

C. Observations/Recommendations of the Committee

2.28 The Committee note that in the post-independence era, Indore has developed into a large industrial centre of Madhya Pradesh, which extends upto Dewas on the one side and Mhow and Dhar on the other side. It is a District and Commissioner's Headquarter, seat of the University and the hub of activity for social and cultural events.

With the phenomenal growth in the industrial activity in this area, the population of Indore as well as townships, like Mhow and Dewas, have also witnessed a spurt.

The population of these urban centres has increased by about 50 per cent during the last one decade. A large number of industries have also been set up in Indore. However, there is no direct fast train between Indore and Bombay on the one hand and Indore & Delhi on the other hand.

2.29 The contention of the Ministry of Railways (Railway Board) is that introduction of an additional/direct fast train between Indore and Bombay and between Indore and Delhi is not operationally feasible at present for want of spare line capacity on saturated sections enroute and due to lack of requisite terminal facilities for handling additional trains at these stations. Besides, coaching stock is also not available for introduction of new trains.

The Committee, however, note from the position explained by the Chairman, Railway Board during his evidence that the constraints are not necessarily at Indore alone where they are comparatively minor. The terminals at Bombay and Delhi are much saturated where scope for expansion is limited.

The Committee further find that despite the lack of terminal facilities at Bombay, the Railway Department has introduced Week-end Express and also announced the extension of Rajdhani Express to four days for which the terminal facility has been provided at the Bombay Central Station.

2.30 The Committee also note that many new trains e.g. Sarvodya Express, Garib-Niwaz Express, Navjeevan Express, which utilise the Western Railway track have been introduced recently by giving priority to other areas for which the rakes have been made available by the Railway Administration.

2.31 The Committee find that from 1 October, 1982, the Railways have augmented additional capacity in each direction towards Delhi

as well as Bombay by attaching four more through coaches to 87DN/88UP Nagda-Indore Passengers and 19DN/20UP Bombay-Dehradun Express.

2.32 Since the introduction of additional coaches from 1 October, 1982, the Committee find that there is increase in passenger traffic ranging between 60 per cent and 90 per cent in First Class and occupation upto 95 per cent in Second Class on Indore-Delhi section.

2.33 The Committee feel that the operational constraints mentioned in their written note and also explained by the Chairman, Railway Board during the evidence, would not be peculiar to such a direct train and these constraints have to be faced by all trains between Bombay and Delhi. The Committee are of the opinion that the terminal facilities at Indore, Delhi and Bombay can be augmented by changing destinations of trains i.e. Dadar instead of Bombay and Nizamuddin instead of New Delhi.

2.34 The petitioners have given figures of population, Sales-tax revenue and the passengers traffic moved by road transport. From the figures given to the Committee, it is clear that some of the cities in Gujarat and Madhya Pradesh with less Sales-tax revenue yield and less population have the facility of direct train link between those cities and Bombay/Delhi. Moreover, the Railways have not conducted any traffic survey of Indore region so far. The Committee feel that there is enough justification for a full fast train from Indore to Delhi and Indore to Bombay.

During evidence before the Committee, the Chairman, Railway Board, agreed that there was increase in the traffic and there was room either for the introduction of a train or for attaching more coaches to the various trains which were going from Indore to Bombay or coming from Indore to Delhi.

The Committee, therefore, recommend that a fast direct train between Indore and Delhi and between Indore and Bombay should be immediately started.

2.35 According to the position stated by the Chairman, Railway Board, the Committee find that between Indore and Mhow, the Railway Administration are running twelve Up and twelve Down shuttle and long distance passenger trains. The occupation of these trains at peak hours is 120 per cent and in the morning and evening it is 80 per cent. Despite the fact that the Railway Administration are now able to increase the load of the trains to meet the demand to

some extent, there is still heavy traffic on this Section, particularly during the peak hours. The Committee, therefore, feel that there is a need for the creation of more passenger capacity on the Indore-Mhow Section.

NEW DELHI;
3 November, 1982

Kartika 12, 1904 (Saka).

R. L. BHATIA
Chairman,
Committee on Petitions.

APPENDIX

List of non-official bodies/individuals who met the Committee at Indore

1. Shri Satyanarayan Jatiya, M.P.
2. Shri Bhanu Pratap Singh, M.P.
3. Shri Bharat Singh Chauhan, Ex. M.P.
4. Shri Suraj Seth, M.L.A.
5. Sarvashri Dinkar Dattatraya and Pritam Lal Dua, Conveners, Rail Samsya Nivaran Samiti, Indore and other office bearers of the Samiti.
6. Shri Vimal Jhanjan, General Secretary Malwa Development Samiti and other office bearers of the Samiti.
7. Shri Sharavan Lal Agarwal, Cashier, Chamber of Commerce, Indore.