

RAILWAY CONVENTION COMMITTEE

(1985)

(EIGHTH LOK SABHA)

ELEVENTH REPORT

ON

**Action taken by Government on the recommendations
contained in the Fifth Report of the Railway conven-
tion committee (1985) on Railway Electrification.**



Presented in Lok Sabha on 7.12.1988

Laid in Rajya Sabha on 7.12.1988

**LOK SABHA SECRETARIAT
NEW DELHI**

December, 1988/Agrahayana, 1910 (S)

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RAILWAY CONVENTION COMMITTEE
(1985)

Shri Subhash Yadav—*Chairman*

MEMBERS

2. Shri Basudeb Acharia
3. Shri B. Devarajan
4. Prof. Narain Chand Parashar
5. Shri Vijay N. Patil
6. Shri Janardhan Poojary
7. Shri Ram Dhan
8. Shri Ram Ratan Ram
- *9. Shri Madhavrao Scindia
10. Shri S. Thangaraju
11. Shri V. Tulsiram
- **12. Shri Kailash Yadav

RAJYA SABHA

- ***13. Shri Ram Chandra Vikal
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- @15. Shri Dharni Dhar Basumatari
16. Shri Bhagat Ram Manhar
- @@17. Shri S. B. Chavan
18. Shri P. Upendra

SECRETARIAT

1. Shri R. D. Sharma—*Director Incharge*
2. Shri D. S. Birwal—*Officer on Special Duty*

*Nominated on 27-1-86 *vice* Shri Manvendra Singh resigned w.e.f. 11-12-1985.

**Nominated on 10-12-86 *vice* Shri Bansi Lal ceased to be a Member of Lok Sabha

***Nominated on 13-7-88 *vice* Shri Vishwanath Pratap Singh ceased to be a Member of Rajya Sabha w.e.f. 2-4-88.

†Nominated on 25 August, 1988 *vice* the vacancy caused by the resignation of Shri Dipan Ghosh from the membership of the Committee.

@Nominated on 13-7-88 *vice* Smt. Amrjit Kaur ceased to be a Member of Rajya Sabha w.e.f. 2-4-88.

@@Nominated on 22-11-88 *vice* the vacancy caused by the resignation of Shri Kalpnath Raj from the membership of the Committee.

INTRODUCTION.

I, the Chairman of the Railway Convention Committee (1985), as authorised by the Committee, do present on their behalf this Eleventh Report on action taken by Government on the recommendations contained in their Fifth Report on Railway Electrification.

2. The Fifth Report of the Railway Convention Committee (1985) was presented to both the Houses of Parliament on 6 May, 1986. The replies of the Government to all the 32 observations/recommendations contained in the Report were received by 30 December, 1987. However, the Committee sought further information which was furnished by the Ministry of Railways (Railway Board) on 25 April, 1988.

3. The Government have accepted the Committee's recommendation regarding upgradation of the post of Adviser, Electrical to a full-fledged Member Incharge of Electrical Department. As the Committee feels that the functions of Central Organisation for Railway Electrification can now be handled in the Railway Board itself, it has, in this Report, reiterated its earlier recommendation for disbanding CORE and making it an integral part of the Railway Board to ensure an effective and expeditious management of all Railway Electrification Projects.

4. The cost of hauling traffic per one thousand GKM is Rs. 126.54 and Rs. 13.84 in respect of steam traffic and electrified movement respectively. The Railways have also to lose heavily on transportation of coal from the far off coal fields, by way of non-revenue traffic. The Committee has found some justification in keeping steam locomotives in Eastern Railway where a large number of Coal fields are located. Keeping in view the high cost of hauling traffic in respect of steam locomotives, the Committee has desired that the process of phasing out of steam locomotives should be accelerated and as an immediate step the co-existence of electric and

steam traction side by side and in the marshalling yard except in the case of Eastern Railway should be totally stopped as this would result in creating extra freight loading capacity for the user sector economy apart from reducing the cost of hauling traffic.

5. The Committee considered the replies of the Government at their sitting held on 25 October 1988 and adopted the Report on the same day. The Minutes of the sitting form Part II of the Report.

NEW DELHI;

December 5, 1988

Agrahayana 14, 1910 (S)

SUBHASH YADAV,

Chairman,

Railway Convention Committee

CHAPTER I

REPORT

This Report of the Committee deals with the action taken by Government on the Committee's recommendations and observations contained in their Fifth Report (Eighth Lok Sabha) on 'Railway Electrification'.

2. The Committee's Fifth Report (Eighth Lok Sabha) was presented to Parliament on 6 May, 1986. It contained 32 recommendations and observations. Action Taken Notes on all these recommendations and observations were received from the Government on 30-12-1987. However, the Committee sought further information on two of these recommendations which was furnished by the Ministry of Railways (Railway Board) on 25-4-1988.

3. Replies to the recommendations and observations contained in the Report have broadly been categorised as under:

(i) Recommendations and observations which have been accepted by the Government

S. Nos. 1, 2, 3, 11, 13, 15, 16, 17, 18, 19, 21, 23, 27, 29 and 30

(ii) Recommendations and observations which the Committee do not desire to pursue in the light of the replies received from Government

S. Nos. 6, 8, 9, 10, 14, 20, 22, 28 and 31

(iii) Recommendations and observations in respect of which replies of the Government have not been accepted and which require reiteration

S. Nos. 4, 5, 7, 12, 24, 25 and 26

(iv) Recommendation and observation in respect of which final reply of the Government is still awaited

S. No. 32

4. The Committee expect that the final reply to the recommendation at S. No. 32 in respect of which only an interim reply has been furnished will be submitted to them expeditiously.

5. The Committee will now deal with the action taken by Government on some of the recommendations.

Electrification Projects under the control of Open-Line General Manager and Disbanding of the Central Organisation for Railway Electrification (CORE)

(S. Nos. 4 and 5—Paras 2.19 and 2.20)

6. The Railway Electrification Programme on the Indian Railways is being carried out by Central Organisation for Railway Electrification (CORE) set up in 1981-82 with its headquarters at Allahabad. It has its six field units at Vadodara, Nagpur, Kota, Mathura, Ranchi and Bhopal. Besides these six fields units, there are two more field units at Vijayawada and Madras under the direct control of the General Managers of the respective Railways. During evidence, it was stated that it had been decided that the Chief Project Managers would be under the control of the openline General Managers, as projects under them progressed much faster than at other places. **Since the Railway Electrification Projects are now under the control of open-line General Managers for day to day execution of projects, the Committee would like to be apprised of the improvements made in the implementation of Electrification Projects as a result of this change.**

7. Keeping in view the dual functions of looking after the Railway Electrification Projects and also all other aspects of Electrical services on the Railways by the Adviser, Electrical, the Committee had, in paragraph 2.20, recommended to create a post of full-fledged Member in charge of Electrical Engineering in the Railway Board by upgrading the post of Adviser Electrical. In view of the opinion expressed by the Member, Engineering during evidence on Railway Electrification that "we have felt over the years, it (CORE) was not bringing about the much results" and that the main functions of the CORE were to ensure bulk procurement of material and standardisation of material and equipment for all the Railway Electrification Projects, the Committee had also recommended for disbanding the Central Organisation for Railway Electrification and to make it an integral part of the Railway Board to ensure effective and expeditious management of all Railway Electrification Projects.

8. Whereas the Government have accepted the recommendation of the Committee regarding upgradation of the post of Adviser, Electrical to a full-fledged Member-in-charge of Electrical Engineering the Committee's recommendation for disbanding the CORE has not been accepted by the Government on the ground that there would

not be any advantage in disbanding the CORE as the CORE is responsible for overall technical control, providing assistance, bulk procurement of materials and equipments, tendering the placement of major electrification contracts; coordination with RDSO in respect of basic design and drawings and with Railway Board regarding policy decision; cadre control etc. The Committee are surprised at the reply of the Government, which goes counter to the views expressed by the Member Engineering during evidence where he had clearly admitted that they had felt over the years that CORE was not bringing about the much results. The Committee are, therefore, not satisfied with the arguments advanced by the Government. They feel that all the above functions of CORE could be handled in the Railway Board. The Committee, therefore, reiterate their earlier recommendation that CORE should be disbanded and be made an integral part of the Railway Board to ensure an effective and expeditious management of all Railway Electrification Projects.

Electrification of Trunk Routes

(S. No. 7—Para 3.25)

9. In view of the growing traffic on the two trunk routes viz Calcutta-Madras and Madras-Bombay, the Committee had, in Paragraph 3.25 of their earlier Report, recommended that the Government should allocate and make available additional funds during the Seventh Plan to enable the Railways to commence electrification work on these routes and complete it during the Eighth Plan Period. In their reply the Ministry of Railways have stated that the electrification of railway lines is carried out when found financially justified on the basis of the returns on the capital invested and that Calcutta-Madras and Madras-Bombay routes do not qualify for being taken up for electrification in the Seventh Plan on this basis.

10. However, the Committee find that almost all the trunk routes, except these two, have been electrified or are proposed to be electrified. For rapid socio-economic development of the area, fast movement of goods and passenger traffic is essential. The Committee, therefore, desire that Calcutta-Madras and Madras-Bombay routes should also be electrified on a priority-basis. In case it is not possible to start work on these trunk routes during the Seventh Plan due to paucity of funds, the Committee recommend that the electrification of the above routes should at least be included in the Eighth Plan.

11. During their tour of North-Eastern States, the Committee found that there is a feeling of isolation among the people because the region could not be fully integrated with the railway system of the country. There is an urgent need for fast inter-State express trains to tap the immense potentialities for development of this area and for movement of essential commodities, defence personnel and equipments to the strategic border areas. The Committee, therefore, desire that the Railways should also take up electrification of North-East Frontier route during the Eighth Plan.

Phasing out of steam locomotives

(S. No. 12—Para 3.28)

12. The cost of hauling traffic per 1000 GKM is Rs. 126.54 and Rs. 13.84 in respect of steam traffic and electrified traffic movement respectively. Keeping this high cost factor in view, the Committee had, in paragraph 3.38 of their earlier Report, recommended that the process of phasing out steam locomotives should be accelerated and as an immediate measure, the co-existence of electric and steam traction side by side, particularly in the marshalling yards, should be totally stopped. They had also suggested that in such of marshalling yards, as fall in predominantly electrified areas, steam tractions in yards should be done away on priority basis, as such an action would remove problems connected with setting up of overhead equipments (OHE). The Committee are not satisfied with the Ministry of Railways's reply that "it will not be immediately possible to eliminate steam traction on all predominantly electrified areas and in the marshalling yards falling in electrified areas as, with the limited availability of diesel electric locomotives, they have to be utilised to first meet the priority needs in the overall interest of traffic." The date for eliminating the steam locomotives has been under constant revision all these years and against the target year for condemnation of all the steam locomotives by 2013, it has been revised to 2005 and again to the year 2000 by which all the steam locomotives are proposed to be condemned. During evidence on "Rolling Stock Programme of the Railways", the Committee have been informed that the Northern and Eastern Railways have a large number of these steam locomotives only because there are a large number of coal fields falling in Zhabra area and the Northern Railway has a flat section. Whereas the Committee find some justification for having steam locomotives with the Eastern Railways, the logic for the Northern Railway does not seem to be quite convincing as the Railways have to lose heavily on transportation of coal from the

far off coal fields, by way of non-revenue traffic which was* 20.50 million tonnes against the revenue earning freight loading aggregating to 277.75 million tonnes during 1986-87. Keeping in view the above facts, the Committee desire that the process of phasing out of steam locomotives should be accelerated and as an immediate step, the co-existence of electric and steam tractions side by side and in the marshalling yards except in the case of Eastern Railways should be totally stopped. This would result in creating extra freight loading capacity for the user sectors of the economy apart from reducing the cost of hauling traffic.

Upgrading of Electric Locomotives at Chittaranjan Locomotives workshop.

(S. No. 24 to 26—Para's 5.21 to 5.23)

13. In their earlier Report, the Committee had observed that the current design of electric locomotives WAG-5 for 3900 HP with technology based on 1960 vintage was being upgraded by the Chittaranjan Locomotive Workshop to 5000 HP at its works within existing equipments and marginal inputs. However, the Committee were told that 18 prototypes 6000 HP engines of 3 types were being imported from Japan and Sweden. To avoid imports, the Committee had desired that indigenisation efforts by CLW/RDSO to upgrade the HP of locomotives procured at CLW deserved encouragement and needed to be pursued with vigour. Accordingly, it was suggested that for better results and convenience, the research work connected with upgrading of horsepower of electric locomotives might be done close to shop floor level at CLW.

14. In their reply, the Ministry of Railways have stated that 'there is a proposal to transfer product development and service engineering work from RDSO to CLW. This is being examined and the views of the Committee about undertaking research work close to the shop floor level at CLW are noted.'

15. The Committee would like to know whether product development, service engineering work and research work connected with upgrading of horsepower of electric locomotives have actually been transferred from RDSO to CLW. They would also like to be informed of the present stage of upgrading the horsepower of electric locomotives WAG-5 from 3900 HP to 5000 HP.

*p. 59, Indian Railway Year Book 1986-87

16. The Committee had in para 5.23 of their Report, expressed the view that CLW should be asked to go ahead with uprating of indigenous electric loco to 5000 or 6000 HP and the Railways should not attempt to go in for manufacture of imported 6000 HP locos which would lead to set-back to the Railways' indigenisation programme. They had, therefore, recommended that the imports already ordered might be reviewed and cancelled, if possible.

17. In spite of the above recommendation of the Committee, they learn that Railways have not only placed orders for importing 18 Prototype locomotives-six each of 3 different types for extensive field trials, but have also placed additional orders for imports. The Committee cannot but express their strong disapproval of the decision of the Ministry of Railways to import these prototypes even before the matter could be considered by the Committee. They would like to know why the Ministry of Railways have decided to flout the opinion of the Committee without even apprising the Committee of the reasons for going in for imports.

Regulating the power tariffs for Indian Railways

(S. No. 32—Para 7.16)

18. The Committee had, in paragraph 7.16 of their earlier Report, observed that there is no control of the Ministry of Railways over the electricity tariffs for railway traction and that the State Electricity Boards fix their tariffs without any consideration. Instead of enjoying any benefits on account of Indian Railways being a public utility service of national importance and a bulk consumer of electricity, they are made to pay a rate even higher than industrial tariffs in some cases. Though the Government of India have no powers to issue any policy direction to any State Government/State Electricity Board for fixation of power tariffs under the Electricity (Supply Act, 1948, yet the situation has, in the present day context, changed. The share of electricity generation by National Thermal Power Corporation (NTPC)—a Central Government Undertaking is expected to increase to 23 per cent by the end of Seventh Five Year Plan and in addition to that Centre has got some hydro and nuclear power plants under its control. Keeping in view the above facts, the Committee had recommended to regulate the power tariffs for railway traction on a uniform pattern throughout the country and if need be, to amend the Electricity (Supply) Act, 1948 by persuading the State Governments in the larger national interest, as well as in the interest of development of the State themselves.

19. In this connection, the Ministry of Railways have informed the Committee that the question of application of equitable tariff for Railway traction was taken up by the Railways with the Committee of Secretaries who in turn have appointed a high power Committee chaired by Member, Thermal, CEA to go into the details of the Railways' problems and submit their recommendations. The Committee would like to know the latest position in this regard.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation

The Committee note that at the Board level, Member, engineering, is the Member-in-charge of Railway Electrification and that he is assisted by Adviser, Electrical, and Director, Railway Electrification. In addition, there is a Central Organisation for Railway Electrification (CORE), set up in 1981-82, to accelerate the pace of electrification. It has its headquarters at Allahabad with five field units at Vadodara, Mathura, Kota, Nagpur and Ranchi, each headed by a Chief Project Manager. The Committee have been told that one more field unit is being set up shortly at Bhopal to cope with the work load.

[S. No. 1 (Para 2.16) of Appendix]

Action Taken

The Recommendation of the Committee has been noted.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC—
206/5 dated 30-12-1987]

Recommendation

Besides these five field units, there are two more field units at Vijayawada and Madras under the direct control of the General Managers of the respective Railways. CORE, however, ensures bulk procurement of material and standardisation of materials and equipment for all the railway electrification projects. It would, thus, be seen that there are two types of organisations—one is CORE and the other is under the General Managers of Zonal Railways. During evidence it was admitted by the Member, Engineering, that "We have felt over the years, it (CORE) was not bringing about that much results" and that it has since been decided that the Chief Project Manager will be under the control of the open-line General Managers. It was also conceded that the projects under open-line General Managers progressed much faster than at other places.

[S. No. 2 (Para 2.17) of Appendix]

Action Taken

The Recommendation of the Committee has been noted.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC—
206/5 dated 30-12-1987]

Recommendation

The Committee are of the view that since the railway electrification projects would now be under the control of open line General Managers, for day to day execution of projects. General Manager should be able to effectively coordinate the conflicting requirements of traffic blocks for progressing electrification works and pressure of increased tempo of rapidly growing traffic on one hand; and the regulation of traffic blocks amongst RE projects and other requirements of the open line Railway on the other. The Railway Board must ensure to achieve the desired progress of Railway Electrification projects to complete the programme envisaged for the Seventh Plan.

[S. No. 3 (Para 2.19) of Appendix]

Action Taken

The Recommendation of the Committee has been noted.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC—
206/5 dated 30-12-1987]

Recommendation

The Committee noted that this work of electrifying Krishna-Canal-Tenali-Guntur has since been included in the 1986-87 works programme but the funds allocated are not substantial. Another link which the Committee has in mind is the Tundla-Agra-Bayana where the work was due to start in the beginning of the Seventh Plan. Had electrification of this section been planned properly to synchronise with electrification of the Delhi-Jhansi, Mathura-Gangapur city and the Delhi-Kanpur sections, many operational constraints could have been avoided. The Committee recommend that more funds should be allocated for these works, which are vital, so that these sections are covered by electric traction soon.

[S. No. 11 (Para 3.33) of Appendix]

Action Taken

Electrification of Krishna Canal-Guntur-Tenali section (on South Central Railway) and Tundla-Agra-Bayana section (on Northern

and Western Railways) have been taken up and adequate funds are being provided for progressing these projects. Electrification of these sections are expected to be completed during 1989.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC—
206/5 dated 30-12-1987]

Recommendation

The general question of total replacement of steam traction by other modes needs to be considered in greater depth in view of the fact that steam traction costs much more than the other modes of traction and, therefore, any accelerated investment needed to phase out the steam traction would be well paid off by the lower cost of operation. However, the Committee cautions that this process of phasing out steam traction should not result in retrenchment of the concerned personnel.

[S. No. 13 (Para 3.39) of Appendix]

Action Taken

Replacement of steam traction by other modes of traction has already been considered by the Department of Railways and it has already been decided as a policy that steam traction will be replaced by diesel/electric traction. Although as per the codal life of the existing fleet of steam locomotives the last of the steam locomotive should remain in service up to the year 2013 AD, the Railways have planned, subject to availability of funds, to accelerate the phasing out of steam locomotives and eliminate them by 2000 AD.

As a policy no Railway Staff employed on steam traction is to be retrenched. Staff becoming surplus as a result of phasing out of steam locomotives are to be redeployed in alternative works by retraining as necessary.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC—
206/5 dated 30-12-1987]

Recommendation

The Committee note that, except in the Fifth Five Year Plan there was no shortfall in allocation of fund as asked for by the Railways. In the Sixth Five Year Plan Rs. 450 crores were asked for and were allotted. The Chairman Railway Board, clarified that "this Rs. 450 crores of the Sixth Plan was at the 1979-80 prices..... and as the annual plan allocations were not in keeping with the Five Year Plan allocations, there was shortage of resources."

This phenomenon of the allocations being fixed at the cost prevailing in the base year is not peculiar to the Railways. This principle is adopted for all the projects. The complaint of the Railways that there was inadequate flow of funds during each year of the Plan has been remedied in the Seventh Five Year Plan. The Railways asked for Rs. 830 crores for railway electrification in the Seventh Five Year Plan and have been allotted Rs. 210 crores in the first year of the Plan. The problem of flow of funds having been met, the Committee expect that the Railways would achieve the target of electrifying 3,400 kms. in the Seventh Five Year Plan.

[S. No. 15 (Para 3.41) of Appendix]

Action Taken

At the time of formulation of Railway's VII Plan, it was envisaged to electrify 3400 RKMs during the VII Plan for which an outlay of Rs. 830 crores at 1984-85 prices was provided for the Plan Head 'Railway Electrification'. At the time of finalisation of the Annual Plan for each year of the Plan, it is necessary that the element of inflation is adequately catered for. Keeping in view the allocation of funds so far made for Railway Electrification in the respective annual Plans and depending on the similar availability of funds for the remaining two years of the Plan (figures tabulated below) Railways hope to achieve the target of electrifying 3400 RKM_s in the VII Five Year Plan:

Year	Allocation of funds in crores of Rs.	Route Kilometres energisation.
1985-86	167.8 (actual)	461 (actual)
1986-87	177.2 (actual)	573 (actual)
1987-88	183.0 (allotted)	670 (target)
1988-89	225.0 (proposed)	800 (planned)
1989-90	260.0 (proposed)	900 (planned)
Total	1013	3404

[Ministry of Railways (Railway Board) OM No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee note that the trunk routes Bombay to Delhi (both Western and Central Railways), Bombay to Calcutta and

Delhi to Madras are proposed to be energised on first priority and are expected to be completed progressively before the Seventh Five Year Plan is over. On those routes, while keeping in view the rate of return on capital invested to be more than 10 per cent the electrified stretches have spread over different sections. It is of utmost importance that stretches which have been left out, should be attended to first route-wise, irrespective of rate of return, with a view to introducing electric traction over the maximum possible distances within a short time of avoid multiplicity of traction. This would also result in better utilisation of electric locos.

[S. No. 16 (para 3.42) of Appendix]

Action Taken

For the present Electrification Programme in progress, the priorities are to first complete the electrification of the main trunk routes as per the following schedule:--

Route	Target dates for completion
Delhi-Bombay via W. Rly.	1987-88
Delhi-Madras G. T. Route	1989-90
Bombay-Calcutta via Nagpur	1999:90
Delhi-Bombay via C. Railway	1990-91

[Ministry of Railways (Railway Board) O. M.
No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

As admitted by the Member, Mechanical, there have been delays on account of lack of coordination between Signalling and Telecommunication works on one hand and the Electrification on the other. The Railways have taken steps to improve coordination—One of them being bringing the Chief Project Manager under the control of the open-line, General Manager, and expect that these steps would show better results. It has also been admitted that all electrified sections have not been cleared for 120 KMs. P.H. speed except the Rajdhanī routes. In a situation like this, the advantages of electrification do not manifest themselves easily. In the opinion of the Committee, application of modern methods of management and close monitoring at all levels should bring the desired effects. The committee would await a report from the Railways about achievement of better coordination among different disciplines.

[S. No. 17 (Para No. 3.43) of Appendix]

Action Taken

There is full coordination between S and T Works and other works like OHE required for electrification. S and T works are being given priority on sections which are to be energised earlier.

[Ministry of Railways (Railway Board) O. M.
No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

Among the important components which are needed in railways electrification, the indigenous capacity for solid core insulators and telecom cable is short of the actual requirement needing bringing imports. For the other three items viz. 132/25 kv power transformers. 132/25 kv circuit breakers and 25 kv interruptors, though the indigenous capacity is adequate, it is proposed to procure these items under the World Bank loan with a view to updating the technology. While appreciating the efforts being made not only to indigenise the components required but also to update their technology, the Committee would only like to emphasise that process of indigenisation should be expedited.

[S. No. 18 (para 4.7) of Appendix]

Action Taken

(1) Solid Core Insulators:

The following three indigenous firms are the approved sources for supply of 25 kv Solid Core Insulators required for Railway Electrification:—

- (i) M/s BHEL, Bangalore.
- (ii) M/s Seshasayee Industries Ltd., Vadalur
- (iii) M/s W. S. Industries, Madras.

In addition the two more sources namely M/s Modern Insulators and M/s Jayshree Insulators have successfully developed these insulators and have been recently approved for the supply of 25 kv insulators. The combined capacity of the above indigenous firm is now adequate enough to meet requirements of the Railway Electrification as envisaged in the VIIth Plan and during the VIIIth Plan periods.

(2) Telecommunication Cable :

M/s HCL, Rupnarayanpur, a Government of India Undertaking is the only sources for the supply of telecommunication cable. The Import of telecommunication cable, of necessity, has, therefore, to be made after fully booking the manufacturing capacity of M/s HCL in order to meet requirements of the Railway Electrification Programmes.

(3) Equipment:

In regard to 132 kv/25kv Power Transformers, Circuit Brakers and Interruptors, it may be mentioned that against Global Tenders floated under the World Bank Loan for Railway Electrification Projects some of the indigenous firms have been able to compete and secure orders for the supply of these equipments. At the same time these equipments are being procured with the updated technology which is being obtained by the indigenous firms through collaboration from the foreign sources. Thus progressively adequate indigenous capacity of the above equipments with the updated technology is being developed to meet requirements of Railway Electrification Projects.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee hope that standardisation of components must have been taken care of by the Railways.

[S. No. 19 (Para 4.8) of the Appendix]

Action Taken

It is confirmed that standardisation of components is being taken care of by the RDSO and Central Organisation for Railway Electrification.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

In the opinion of the Committee, long distance transport of fabricated steel structures for galvanisation would be avoided. It would be highly desirable and economical if the fabrication and galvanisation facilities are provided under one roof.

[S. No. 21 (Para 4.16) of the Appendix]

Action Taken

The recommendation of the Committee is already under implementation for procurement made through trade. For the relatively smaller quantum obtained from Railway's Workshops, since galvanising requirement is by and large only for Railway Electrification structures which again forms a small part of the Workshop Capacity at each place implementation of this recommendation does not become economically viable.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee observed that while the Department of Railways have planned to electrify about 3400 rkm of trunk lines during the Seventh Plan, the equally important planning for production of matching requirements of electric locomotives has lagged behind badly. The Committee suggest that Department of Railways should take steps to ensure that the capacity of CLW is increased to 100 electric locomotives per annum, as planned, so as to reduce the gap between the requirements and production of electric locomotives to the maximum extent. Besides CLW, the Bharat Heavy Electricals Ltd. would also be manufacturing 120 electric locos. As pointed out later in this Chapter, there is ample scope to improve the capacity utilisation of the loco fleet. The Committee hope that with the augmentation of production at CLW, commencement of production of electric locomotives at BHEL and with better utilisation of the loco fleet there would be no shortfall of electric locos, when the different trunk routes get electrified by the end of the Seventh Five Year Plan.

[S. No. 23 (Para 5.28) of the Appendix]

Action Taken

Steps are being taken to augment electric locos manufacturing capacity at CLW to 100 locomotives per annum. M/s. BHEL are also undertaking manufacture of a limited number of electric locos to bridge the gap during the period that CLW's capacity is being built up; in pursuance thereof. orders for manufacture and supply of 35 locomotives have been placed on BHEL. Utilisation of electric locomotives is being kept under constant watch and efforts are being

made to improve their utilisation. With these steps, the gap between traffic requirement of locos and locos likely to be available by the end of the Seventh Plan is expected to reduce substantially.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee observe that the kilometerage logged by the locomotive is improving year by year but is still far below the average norm of 450 kms. which itself is on a low side. The Committee find that this low performance is due to multiplicity of traction in the electrified areas. The Committee recommended that the kilometerage earned per locomotive per day should be analysed and remedial measures taken to improve the performance. Any improvement in the performance will reduce the requirement of locos and incidental investment in procurement, provisioning and repair cost of locos.

[S. No. 27 (Para No. 5.31) of the Appendix]

Action Taken

The observations of the Committee have been noted. The effort for improving the utilisation of locomotives is a continuous on going process. One of the factors to be considered in the process is the comparative all-in-cost of the locomotive(s) vis-a-vis the all-in-cost of the wagons constituting the train at any given point of time so that the appropriate priority can be given to locomotive detention vis-a-vis wagon detention.

[Ministry of Railways (Railway Board) O. M. No. 85—RCC-206/5 dated 30-12-1987]

Recommendation

The Committee note that the average speed of goods trains is a little over 23 kms per hour during the last four years although the trailing load has increased. The Committee feel that with better utilisation of track and rolling stock, in electrified zones, there is scope to increase the speed of goods trains, which would result in quicker turn round of rolling stock and would reduce need for additions. This, however, should be subject to ensuring safety.

[S. No. 29 (Para No. 5.50) of the Appendix]

Action Taken

The Recommendation of the Committee has been noted.

[Ministry of Railways (Railway Board) O. M.
No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee note that under Section 25 of the Customs Act, 1962, the Central Government, if satisfied, may exempt, generally either absolutely or subject to some conditions, goods of any specified description from the whole or any part of custom duty leviable thereon. The question of declaring railway electrification project as of national importance, with a view to seeking the above exemption/ concession, was taken up by the Railways with the Ministry of Finance twice since 1982, but with no results, mainly because of some procedural lacuna. In December, 1985, the Department of Railways had again taken up this issue, apparently after this Committee had broached the subject. The Railway traction is going to be the main stay of surface transport infrastructure. Increase in the capital cost of such basic infrastructure facility of national importance would manifest itself in the form of additional operational cost of railways and ultimately into higher freight charges. Such avoidable increase in freight component of transport of raw materials, as well as finished products, would exert unnecessary inflationary pressure on the general economy on the one hand and tend to inflate Government receipts on the other with no attendant benefits. In view of its national importance the Committee recommend that exemption from custom duty, as admissible under the existing rules, should be granted to the Railways for railway electrification. A decision in this regard should be intimated to the Committee within a period of four months.

[S. No. 30 (Para No. 6.6) of the Appendix]

Action Taken

In pursuance of the Railway Convention Committee's recommendation, the Ministry of Railways again took up the question of grant of exemption from payment of custom duty on the goods imported for Railway Electrification Projects, with the Ministry of Finance. That Ministry, vide their Notification No. 416/1986-Customs dated 22-8-1986, have notified Railway Electrification Projects under World Bank Loan Agreement as project under heading No. 98.01 of the Customs Tariff for concessional rate of duty.

[Ministry of Railways (Railway Board) O. M.
No. 85—RCC-206/5 dated 30-12-1987]

RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE REPLY OF GOVERNMENT

Recommendation

The electrification programme envisaged for the Seventh Plan period is very important and crucial in view of the national considerations. The Committee have observed that it is equally important to ensure that the basic inputs are provided immediately for the successful implementation of this programme. The present infrastructure available for Railway Electrification by way of organisation, overall long-term planning, development of adequate and matching production facilities and need for effective coordination with P and T and SEBs does not give the confidence that the envisaged programme can be achieved at the present rate of performance. The Committee think that unless immediate steps as highlighted above are taken early the electrification programme will suffer slippages.

[S. No. 6 (Para 2.21) of the Appendix]

Action Taken

At the time of formulation of the VII Plan it was planned to electrify 3400 Route Kilometres during the VII plan for which an allocation of Rs. 830 crores at 1984-85 prices was provided for the Plan Head 'Railway Electrification'. The basic infrastructure and inputs have been provided to execute electrification programme as envisaged for the 7th Plan period. A continuous and proper coordination is being maintained with the State Electricity Boards and the Department of Telecommunication so that they also complete their portion of the works in time to match with the energisation programme. The performance so far achieved and to be achieved in the VII plan period as tabulated below would show that the targets for

the VII plan would be met subject to the availability of Funds for the remaining period:

Year	Allocation of funds in crore of Rs.	Route Kilometres energisa- tion.
1985-86	167.8 (actual)	— 461 (actual)
1986-87	177.2 (actual)	573 (actual)
1987-88	183.0 (alloted)	670 (target)
1988-89	225.0 (proposed)	800 (planned)
1989-90	260.0 (proposed)	900 (planned)
Total	1013.0	3404

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

During the evidence, Member Engineering, tried to justify that when projects are completed, the construction organisation has to be wound up. The staff are put on other projects or absorbed for maintenance, and thus there was no problem. The Committee, however, do not feel convinced of applying this explanation to railway electrification projects. The Committee have observed during their inspection of railway electrification projects that it took about 2 to 3 years to build up a project unit with adequate strength of the junior officers and technical staff, particularly in the disciplines of Signal and Telecommunication and Electrical Engineering. There is acute shortage of these categories. The open line Railways, who themselves are short of them, do not like to spare these personnel for railway electrification projects. The Committee, therefore, strongly feel that those units which are about to complete, in the near future, the projects in hand, should be allotted other already approved and contiguous projects.

The Committee feel that disbanding a field unit at a one place and starting subsequently a new unit in another area will only slow down the overall progress and pace of electrification which is so important from national considerations. The Committee have in mind particularly the following situations where it will be unwise to disband the existing units:

(a) *Railway Electrification, Madras:*

On completion of Arrakonam-Jolarpettai project by 1986, this unit could be allowed to take up already approved project of Jolarpettai-Bangalore or Jolarpettai Erode Project.

(b) Railway Electrification, Vijayawada:

On completion of Balharshah-Vijayawada project (i.e. GT Route) by 1987-88, this unit, instead of being wound up, could be allowed to take up the already approved project of Kazipet-Sanatnagar.

The Committee strongly recommend as suggested by them the Government should allocate and make available additional funds to enable the Railways take up electrification of Jolarpattai-Bangalore and Kazipet-Sanatnagar projects during the Seventh Five Year Plan period itself.

[S. No. 8-10 (Paras 3.29-3.31) of the Appendix]

Action Taken

1. A project organisation is established for the limited period to execute the given project and has to reduce in size as and when major works, of the project get completed. Ultimately on completion of the whole project in all respects, the project organisation has to be wound up. This is a normal practice followed.

2. Electrification of Jolarpattai-Erode and Salem-Mottur Dam section of Southern Railway has been approved in the Works Programme of 1987-88 and the preliminary works have been taken up. Further preliminary works for electrification of Jolarpattai-Bangalore have also been taken up during 1987-88. Depending upon the availability of funds it would then be possible to give appropriate thrust to these projects during 1988-89 and thereafter. Both these projects are being executed by the Railway Organisation at Madras.

3. The Railway Electrification Unit at Vijayawada is carrying out electrification of Vijayawada-Balharshah section scheduled to be completed by June, 1989. The preliminary works for electrification of Kazipet-Sanatnagar section have also been taken up during 1987-88 and this project will also be executed by the Railway Electrification Unit at Vijayawada.

4. Both the Railway Electrification Organisations at Maddas and Vijayawada are presently continuing to execute the approved projects.

[Ministry of Railways (Railway Board) O.M. No.
85-RCC-206/5 dated 30-12-1987]

Recommendation:

In the Sixth Five Year Plan, the Railways planned for electrification, by including in their yearly works programme, 563 rkm in 1980-81, 2,526 rkm in 1981-82, 1,136 rkm in 1982-83; nil in 1983-84 and 1,012 rkm in 1984-85-totalling to 5,240 rkm as against a target of 2,800 rkm in the Plan. The provisions in the works programme should have relevance to the attainable plan targets. Against the Sixth Five Year Plan target of 2,800 rkm, the achievement has been 1,522 rkm i.e. 54.39 per cent which, however, include works taken up from 1970-71 onwards. The Committee are informed that the spill over of the Sixth Plan to the Seventh Plan is to the extent of 1,356 rkm. Spill over to such a large extent is not healthy. As a railway electrification project takes four to five years for completion, the spill over should be confined only to the last one or two years of a Plan-period and not spread over a longer period. The Committee have not gone into the time over-run and cost over-run of the railway electrification projects already completed. If these two aspects are taken care of the Committee are sure, the spill-over can be drastically reduced.

[S. No. 14 (Para 3.40) of the Appendix]

Action Taken

A Railway Electrification Project normally takes about 4 years for execution and one more year for preliminaries of approvals, surveys and preparation and sanction of estimates etc. It is, therefore, natural that projects which are approved and taken up during first year of a Five Year Plan will get completed within the same Plan. All other projects which are approved and taken up during the second year of the Plan or thereafter will spill over and materialise during the next Plan period. On the same basis the electrification projects which get completed during second to the 5th year of the Plan period are those which have been approved during the previous Plan period. In order to achieve the targetted average rate of energisation per year in five-year Plan period, it is necessary that at the start of the plan, spill over of the sanctioned projects covering a work load of 4 years should be available.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC—206/5 dated 30-12-1987]

Recommendation

The fabrication and galvanising work for railway electrification is carried out mostly through the Trade, as the Railways have fabrication facilities at Sini, Lucknow, Jullundar and Manmad and

galvanising facilities only at Raipur, whereas fabricators and galvanisers in public and private sectors are spread over in about eight cities. The Committee note that the ratio of departmental and outside work is 1:3 and that the departmental cost is more than that of the Trade. The Committee would like the Railways to examine the cost of the work done departmentally with a view to bringing it down to the Trade cost level, if not lower.

[S. No. 20 (Para 4.10) of the Appendix]

Reply of the Government

The fabrication workshops at Sini, Lucknow, Jullundur and Manmad from where structures for Railway Electrification are fabricated by the Railways are primarily Bridge Workshops and they are utilised to the extent as and when spare capacity is available. To effect meaningful scales of economy production is to be maximised. Feasibility of setting up Railway's own plant for the total fabrication needs of Railway Electrification was examined. Taking the transport costs from this plant to the various Railway Electrification projects also into account, it was not considered viable in relation to the arrangement of utilising the relatively large number from private trade sources. Setting up individual Railways own plants for each project, comparable to the existing trade sources is also not viable proposition.

[Ministry of Railways (Railway Board) O. M.
No. 85—RCC-206/5 dated 30-12-1987]

Recommendation

The Committee observed that there has been consistent short-fall in the production of electric locomotives at Chittaranjan Locomotives Works (CLW) in the earlier years. During the Sixth Plan (1980-85), CLW produced only 260 electric locomotives against the production capacity of 300. However, the Committee note with satisfaction that during the current year, 1985-86, CLW would be exceeding the target of 60 electric locomotives. They also note that sanction has been accorded for expanding the existing capacity to 80 electric locos per annum and that further augmentation to 100 electric locos per annum may also be considered during the Seventh Five Year Plan. In the working Group Report on the Seventh Plan the requirement of electric locomotives has been assessed at about 700 for a freight level of 350 million tonnes in the terminal year of the plan. The requirement is proposed to be met by gradually stepping up the production at CLW.

[S. No. 22 (Para 5.19) of the Appendix]

Action Taken

The production of electric locos from CLW during the 6th Plan has been as follows:

Year	No.
1980-81	69*
1981-82	50
1982-83	53
1983-84	47
1984-85	50

*9 stabled locos in 1979-80 were completed in 1980-81.

During 1985-86, CLW manufactured 54 electric locos. The work for increasing the capacity to 80 electric locos per annum has already been sanctioned. During 1986-87, CLW is expected to manufacture 70 electric locos and this is proposed to be progressively increased.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC206/5 dated 30-12-1987]

Recommendation

It was conceded by the Member Mechanical during evidence that POH facilities for electric locomotives have not gone hand in hand with the progress of railway electrification/acquisition of electric locos and that 146 electric locos were running overdue for POH as on the 1st October, 1985. The Committee need hardly point out the importance of this facet of railway electrification. The concerned authorities are already seized of the problem and should overcome this handicap early in the interest of safety of passengers. The Committee still feel that marginal facilities may be created by the selective electric loco-sheds at junction points so that POH may be undertaken on a temporary basis till the expansion of POH shops is completed and additional capacity created.

[S. No. 28 (Para 5.42) of Appendix]

Action Taken

The observations of the Committee have been noted. However, with electric loco POH having being started in 3 more workshops i.e., Perambur, Kharagpur and Charbagh and considering the long

term requirements it is not necessary to develop capacity in loco sheds.

[Ministry of Railways (Railway Board)
O.M. No. 85-RSC-206/5 dated 30-12-1987]

Recommendation

Similar provision also exists in the Central Excise Act, 1944 for purposes of excise duty. The Railways should also move for seeking exemption/concession for railway electrification, in case they are using items which attract the said Act or the Rules made thereunder.

[S. No. 31 (Para 6.7) of the Appendix]

Action Taken

A request on the lines of the recommendation was made to the Ministry of Finance vide Memorandum No. RE(S)/11/81/3800/7 dated 16-7-1986 but the same has not been agreed to as communicated under their U.O. No. 354/110/87-TRU dated 7-12-1987.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC-206/5 dated 30-12-1987]

CHAPTER IV

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH THE REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED AND WHICH HAVE BEEN REITERATED

Recommendation

The Committee are of the firm view that the Central Organisation for Railway Electrification should be disbanded and made an integral part of the Railway Board to ensure effective and expeditious management of all Railway Electrification projects.

At present Adviser, Electrical, has dual functions. He looks after not only railway electrification projects, but also all other aspects of electrical services on the Railways. With the increasing tempo of railway electrification and disbanding of CORE, as suggested by them, the Committee feel that a full-fledged Member-in-charge of Electrical Engineering be created in the Railway Board by upgrading the post of Adviser, Electrical, and the Electrical Engineering Branch in the Board should be suitably strengthened.

[S. No. 4 and 5 (Paras 2.19 and 2.20) of the Appendix]

Action Taken

The Chief Project Managers in-charge of RE Field Units while functioning under the control of General Manager of the Open Line Railways for day-to-day execution of electrification works directly coordinate with the Open Line Railways in regard to the following:

- (i) Planning and arranging traffic blocks for Railway Electrification works.
- (ii) Regulation of train operation for engineering time allowance required for Railway Electrification works.
- (iii) Planning and arranging diesel/steam engines for the Railway Electrification Construction trains.
- (iv) Coordination for planning, programming execution of remodelling works, realignment of curves, improvement/removal of speed restrictions, S and T works including

route relay interlocking systems to be carried out by Chief Engineer (Const)/CSTE (Const) of the Divisional/Railway, so as to ensure unimpeded progress of Railway Electrification.

- (v) Planning, scheduling and arranging non-interlocked working of stations for commissioning of Colour Light Signalling and Panel Interlocking works.
- (vi) Inspection, testing, commissioning and taking over of the complete installations by the maintenance organisation of the Railways.

The Central Organisation for Railway Electrification at Allahabad now headed by General Manager (after upgradation of the post of Addl. General Manager/RE to General Manager/RE) provides logistic support and assistance to the Chief Project Managers and is responsible for the following functions:

- (i) Overall, technical control and providing assistance/guidance. Coordination with RDSO in respect of basic designs and drawings, specifications and other specific problems.
- (ii) Coordination with Railway Board regarding policy decision concerning power supply and OHE installations, signalling and telecommunication etc.
- (iii) Bulk procurement of materials and equipments.
- (iv) Tendering and placement of major electrification contracts viz. OHE: traction sub-stations; supervisory remote control equipments; fabrication and galvanisation of OHE masts/structures; signalling modifications, CLS works; and Telecom cabling works; procurement of copper and fabrication of OHE conductors.
- (v) Works Programme, budget, resources mobilisation and distribution, expenditure control and estimates.
- (vi) Development in the undermentioned fields:
 - (a) OHE materials, equipments, erection techniques, maintenance equipments/machine such as tower wagons rail cranes, new sources of supply for materials/equipments.
 - (b) Signalling and telecommunication materials equipments.

- (vii) Cadre control—both gazetted and non-gazetted.
- (viii) Overall co-ordination and overseeing progress of electrification—General Manager, CORE/Allahabad will continue to review the progress of RE works with the Chief Project Managers, particularly in respect of the execution of all major contracts such as OHE Traction Sub-Stations, Supervisory Remote Control Signalling modifications, CLS Works and Telecom Cabling works.
- (ix) Co-ordination with power supply Authorities in respect of planning and progress of their part of the work. Negotiations with Power Supply Authorities jointly in association with the Open Line Railways. (Finalisation of the tariff and execution of agreements for supply of power for electric traction will, however, be the responsibility of the Railways as hitherto).
- (x) Co-ordination with P and T Authorities at the level of the P and T Board and the GM (RE) P and T.

There will not be any advantage in disbanding the Central Organisation for Railway Electrification at Allahabad and strengthening the Electrical Engineering Branch in the Board's Office. This Recommendation No. 4 (para 2.19), therefore, is not accepted. The Central Organisation for Railway Electrification at Allahabad is essentially required to discharge the various functions and responsibilities as listed above. General Manager/Railway Electrification, however, functions directly under the control of Railway Board (Member Electrical).

The recommendation No. 5 (para 2.20) of the Committee has been implemented and the post of Adviser (Electrical), Railway Board, has been upgraded as Member (Electrical), Railway Board and ex-officio Secretary to the Government of India in the Ministry of Railways (Railway Board), vide orders issued on 16/6/87. The post has also been in operation since July' 87.

[Ministry of Railways (Railway Board)
O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee strongly feel that electrification of the two trunk routes viz. Calcutta-Madras and Madras-Bombay should also be commenced before the end of the Seventh Plan in view of growing

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traffic on these routes. The Government should allocate and make available additional funds during the Seventh Plan to enable the Railways to take up electrification on these routes and complete it during the Eighth Plan period.

[S. No. 7 (Para 3.25) of the Appendix]

Action Taken

Electrification of railway lines is carried out when found financially justified on the basis of returns on the capital invested. Different routes which qualify for electrification on this basis are taken up depending upon available resources.

Calcutta-Madras and Madras-Bombay routes do not qualify for being taken up for electrification with VII Plan on this basis.

[Ministry of Railways (Railway Board) O.M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee note that the cost of hauling traffic per 1,000 GKM is Rs. 126.54 in respect of steam traffic, whereas it is Rs. 13.84 in respect of electrified traffic movements. Keeping this high cost factor in view, the Committee feel that the process of phasing out steam locomotives should be accelerated. As an immediate measure, co-existence of electric and steam tractions side by side, particularly in the marshalling yards, should be totally stopped. Secondly, they would suggest that in such of marshalling yards, as fall in predominantly electrified areas, steam traction in yards should be done away with on priority basis. This might remove problems connected with settling of OHE also.

[S. No. 12 (Para 3.38) of the Appendix]

Action Taken

As a traction policy, the Railways have already decided to replace steam traction by diesel/electric traction. The availability of diesel/electric locomotives for replacement of steam locomotives is subject to the constraints of funds and availability of such locomotives. Consequently the diesel/electric locomotives that are becoming available are necessarily having to be utilised according to priority needs of traffic and, therefore, steam traction on inferior services has necessarily to continue. It will not be immediately possible to eliminate steam traction on all pre-dominantly electrified areas and in the Marshalling Yards falling in electrified areas

as with the limited availability of diesel/electric locomotives they have to be utilised to first meet the priority needs in the overall interest of traffic.

[Ministry of Railways (Railway Board) O. M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

The Committee note that the current design of electric locomotives WAG-5 is for 3900 HP, with technology based on 1960 vintage. This technology is being uprated by CLW to 5000 HP at its works within the existing equipment and marginal inputs and to 6000 HP by importing 18 prototypes 6000 HP engines of three types from Japan and Sweden. These prototypes are expected to be delivered in 1987-88, whereafter they would be subjected to field/service trials for one year and out of that one type will be selected for series manufacture at CLW by the end of the Seventh Plan or early in the Eighth Plan. Meanwhile, efforts to improve the equipment, which go into the CLW locos (WAG-5) like traction motor, transformers, convertors and invertors are being carried out indigenously as well as by importing the latest technology of various sub-assemblies and balancing equipment. It has been stated by Member, Mechanical, that CLW cannot do it alone and that it will be done with the help of the Research, Designs and Standards Organisation (Lucknow). The Committee are of the view that indigenisation efforts by CLW/RDSO to uprate the horse power of CLW locomotive deserve encouragement and should be pursued with vigor. The Committee would even suggest that for better results and convenience, the research work connected with uprating of horsepower of electric locomotives may be done close to shop floor level at CLW.

[S. No. 24 (para 5.21) of the Appendix]

Action Taken

There is a proposal to transfer product development and service engineering work from RDSO to CLW. This is being examined and the views of the Committee regarding undertaking research work close to the shop floor level at CLW are noted.

[Ministry of Railways (Railway Board) O. M. No. 85-RCC-206/5 dated 30-12-1987]

Recommendation

As for import of 18 prototype from abroad, the Committee would like to sound a note of caution to keep in view the experience re-

garding import of traction motors from France sometime back by way of precaution to avoid pitfalls.

[S. No. 25 (Para 5.22) of the Appendix]

Action Taken

The observations of the Committee have been noted. In fact taking cognisance of experience of import of traction motors from France, only prototype locomotives, 6 each of 3 different types are being imported for extensive field trials, for selection of one|two types for series manufacture.

[Ministry of Railways (Railway Board) O. M. No. 85-RCC-206|5 dated 30-12-1987]

Recommendation

The Committee feel that CLW should be asked to go ahead with uprating of indigenous electric loco to 5000 or 6000 HP and the Railways should not attempt to go for manufacture of imported 6000 HP locos which would lead to set back to the railways' indigenisation programme. The imports already ordered, may be reviewed and cancelled, if possible.

[S. No. 26 (para 5.23) of the Appendix]

Action Taken

To meet the expanding traffic needs and to permit greater throughput on very busy routes with limited line capacity, it has been envisaged that it will be necessary to run goods trains with loads of 4500 tonnes or more at higher speeds upto 100 kmph.

To meet the above requirements the horse power of the locomotives required works out to about 6000. 5000 horse power locos cannot meet the above requirements. Procurement of 6000 HP locomotives for future needs is therefore essential.

[Ministry of Railways (Railway Board) O. M. No. 85-RCC-206|5 dated 30-12-1987]

CHAPTER V

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

Recommendation

"The Committee are of the opinion that there is no control over the electricity tariffs for railway traction and that the State Electricity Boards fix their tariffs without any consideration for the Indian Railways. The tariffs varied from 55.49 to 88.79 paise per unit in 1984-85. The Indian Railways are a public utility of national importance and are a bulk consumer of electricity. Instead of enjoying and benefits on these two counts, they are made to pay a rate which is in some cases, even higher than industrial tariffs. Though a number of committees have examined different aspects of this issue, a solution to the satisfaction of the Railways has not been found it may be on account of the fact that tempo of electrification was not at such a height and that share of electricity generation by the Central organisations was poor. The Committee understand that share of National Thermal Power Corporation (NTPC)—Central Government undertaking—is about 5.2 per cent at the end of the Sixth Five Year Plan and with the coming up of the other super-thermal power projects under the NTPC, its share is expected to go to 23 per cent by the end of Seventh Five Year Plan. In addition to NTPC, Centre has got some hydro and nuclear power plants under its control, which means further rise in its share of power generation. No doubt, under the Electricity (Supply) Act, 1948, Government of India have no powers to issue any policy direction to any State Government|State Electricity Board for fixation of power tariffs, but in the present day context, the situation has changed. The Committee feel that the entire issue should be re-examined by the Ministry of Energy (Department of Power) in a national perspective keeping in view the increasing share of Centre in electric generation and the need of Railways for electric traction. If need be, the Electricity (Supply) Act, 1948 may be suitably amended to empower central authority or the Government of India to regulate the tariffs for railway traction at least on a uniform pattern throughout the country, if not at a concessional rate. The State Governments should be persuaded to agree to such amend-

ment in the interest of speedier electrification of railway routes in the larger national interest, as well as in the interest of development of the States themselves".

[S No. 32 (Para 7.16) of the Appendix]

Action Taken

The observation of the Committee have been noted. Keeping in view the seriousness of the problem, the question of application of equitable tariff for Railway traction has been taken up by the Railways with the Committee of Secretaries who in turn have appointed a high power Committee chaired by Member, Thermal, CEA, to go into the details of the Railways' problems and submit their recommendations.

[Ministry of Railways (Railway Board) O. M. No.
85-RCC-20615 dated 30.12.1987]

NEW DELHI;

SUBHASH YADAV

December 5, 1988

Chairman,

Agrahayana 14, 1910 (S)

Railway Convention Committee.

APPENDIX

Statement of conclusions and recommendations

S.No.	Para No.	Conclusion/Recommendation
1	2	3
1	4	The Committee expect that the final reply to the recommendation at S. No. 32 in respect of which only an interim reply has been furnished will be submitted to them expeditiously.
2	6	Since the Railway Electrification Projects now under the control of open-line General Managers for day to day execution of projects, the Committee would like to be apprised of the improvements made in the implementation of Electrification Projects as a result of this change.
2	8	Whereas the Government have accepted the recommendation of the Committee regarding up-gradation of the post of Adviser, Electrical to a full-fledged Member-in-charge of Electrical Engineering, the Committee's recommendation for disbanding the CORE has not been accepted by the Government on the ground that there would not be any advantage in disbanding the CORE as the CORE is responsible for overall technical control, providing assistance, bulk procurement of materials and equipments, tendering the placement of major electrification contracts; coordination with RDSO in respect of basic design and drawings and with Railway Board regarding policy decision; cadre control, etc. The Committee are surprised at this reply of the Government, which goes counter to the views expressed by the Member Engineering during evidence where he had clearly admitted that

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they had felt over the years that CORE was not bringing about the much results. The Committee are, therefore, not satisfied with the arguments advanced by the Government. They feel that all the above functions of CORE could be handled in the Railway Board. The Committee, therefore, reiterate their earlier recommendation that CORE should be disbanded and be made an integral part of the Railway Board to ensure an effective and expeditious management of all Railway Electrification Projects.

4 10 and 11

However, the Committee find that almost all the trunk routes, except these two have been electrified or are proposed to be electrified. For rapid socio-economic development of the area, fast movement of goods and passenger traffic is essential. The Committee, therefore, desire that Calcutta—Madras and Madras—Bombay routes should also be electrified on a priority basis. In case it is not possible to start work on these trunk routes during the Seventh Plan due to paucity of funds, the Committee recommend that the electrification of the above routes should at least be included in the Eighth Plan.

During their tour of North-Eastern States, the Committee found that here is a feeling of isolation among the people because the region could not be fully integrated with the railway system of the country. There is an urgent need for fast inter-State express trains to tap the immense potentialities for development of this area and for movement of essential commodities, defence personnel and equipment to the strategic border areas. The Committee, therefore, desire that the Railways should also take up electrification of North-East Frontier route during the Eighth Plan.

1	2	3
5	12	<p>The cost of hauling traffic per 1000 GKM is Rs. 126.54 and Rs. 13.84 in respect of steam traffic and electrified traffic movement respectively. Keeping this high cost factor in view, the Committee had, in paragraph 3.38 of their earlier Report, recommended that the process of phasing out steam locomotives should be accelerated and as an immediate measure, the co-existence of electric and steam traction side by side, particularly in the marshalling yards, should be totally stopped. They had also suggested that in such of marshalling yards, as fall in predominantly electrified areas, steam tractions in yards should be done away on priority basis, as such an action would remove problems connected with setting up of overhead equipments (OHE). The Committee are not satisfied with the Ministry of Railway's reply that "it will not be immediately possible to eliminate steam traction on all predominantly electrified areas and in the marshalling yards falling in electrified areas as with the limited availability of diesel/electric locomotives, they have to be utilised to first meet the priority needs in the overall interest of traffic." The date for eliminating the steam locomotives has been under constant revision all these years and against the target year for condemnation of all the steam locomotives by 2013, it has been revised to 2005 and again to the year 2000 by which all the steam locomotives are proposed to be condemned. During evidence on "Rolling Stock Programme of the Railways", the Committee have been informed that the Northern and Eastern Railways have a large number of these steam locomotives only because there are a large number of coal fields falling in Zharia area and the Northern Railway has a flat section. Whereas the Committee find some</p>

justification for having steam locomotives with the Eastern Railways, the logic for the Northern Railway does not seem to be quite convincing as the Railways have to lose heavily on transportation of coal from the far off coal fields, by way of non-revenue traffic which was* 29.56 million tonnes against the revenue earning freight loading aggregating to 277.75 million tonnes during 1986-87. Keeping in view the above facts, the Committee desire that the process of phasing out of steam locomotives should be accelerated and as an immediate step, the co-existence of electric and steam tractions side by side and in the marshalling yards except in the case of Eastern Railways should be totally stopped. This would result in creating extra freight loading capacity for the user sectors of the economy apart from reducing the cost of hauling traffic.

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The Committee would like to know whether product development, service engineering work and research work connected with uprating of horsepower of electric locomotives have actually been transferred from RDSO to CLW. They would also like to be informed of the present stage of uprating the horsepower of electric locomotives WAG-5 from 3900 HP to 5000 HP.

7 16 & 17

The Committee had in para 5.23 of their Report, expressed the view that CLW should be asked to go ahead with uprating of indigenous electric loco 5000 or 6000 HP and the Railways should not attempt to go in for manufacture of imported 6000 HP locos which would lead to setback to the Railways' indigenisation programme. They had, therefore, recommended that the

*P. 59. Indian Railway Year Book 1986-87.

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imports already ordered might be reviewed and cancelled, if possible.

In spite of the above recommendation of the Committee, they learn that Railways have not only placed orders for importing 18 Prototype locomotives—six each of 3 different types for extensive field trials, but have also placed additional orders for imports. The Committee cannot but express their strong disapproval of the decision of the Ministry of Railways to import these prototypes even before the matter could be considered by the Committee. They would like to know why the Ministry of Railways have decided to flout the opinion of the Committee without even apprising the Committee of the reasons for going in for imports.

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In this connection, the Ministry of Railways have informed the Committee that the question of application of equitable tariff for Railway traction was taken up by the Railways with the Committee of Secretaries who in turn have appointed a high power Committee chaired by Member, Thermal, CEA to go into the details of the Railways' problems and submit their recommendations. The Committee would like to know the latest position in this regard.

PART II

MINUTES OF THE 46TH SITTING OF THE RAILWAY CONVENTION COMMITTEE HELD ON 25 OCTOBER, 1988

The Forty-sixth sitting of the Railway Convention Committee was held on Tuesday, the 25th October, 1988 from 15.00 hours to 16.00 hours in Committee Room No. 50, Parliament House, New Delhi. The following Members were present in the meeting:—

MEMBERS OF THE COMMITTEE

1. Prof. N. C. Parashar—*in the chair*
2. Shri Vijay N. Patil
3. Shri Ram Dhan
4. Shri Ram Ratan Ram
5. Shri Mostafa Bin Quasem
6. Shri Dharni Dhar Basumatari
7. Shri Bhagat Ram Manhar
8. Shri P. Upendra

SECRETARIAT

1. Shri R. D. Sharma, Director Incharge (B)
2. Shri D. S. Birwal, OSD
3. Shri R. C. Gupta, F.C.O.

As the Chairman, RCC could not attend the meeting due to illness of his father, he nominated Prof. N. C. Parashar to act as Chairman for the sitting.

At the outset one of the Members objected for holding the sitting of the Committee on Balmiki's Birthday. He was informed that the sitting of the Committee was fixed for 28 October 1988 but as directed by the Chairman, the date of sitting of the Committee was changed to 25 October 1988.

The Committee then considered and adopted the draft Report on action taken by Government on the recommendations contained

in the Fifth Report of the Railway Convention Committee (1985) regarding Railway Electrification. The amendments/modifications made by the Committee are shown in the Annexure.

The Committee also authorised Shri P. Upendra, MP and the Chairman to make consequential corrections as might become necessary and present the Report to the House.

Thereafter, the Committee adjourned.

ANNEXURE

The amendments/modifications made by the Committee in the Draft Report on action taken by Government on the recommendations contained in the Fifth Report of the Railway Convention Committee (1985) on Railway Electrification

Page	Para	Line	For	Read
1	3	5	<i>Delete 24, 25</i>	
1	3	9	<i>Delete 7,.....26</i>	
1	3	13	<i>For and 12 read 7, 12, 24, 25, and 26.</i>	
3	—	—	<i>Paragraphs 9, 10, and 11 may be added after Para 8 at page 3 as enclosed and re-number Paragraph 9 as Para 12.</i>	
			<i>Add after the re-numbered paragraph 12, paragraphs 13, 14, 15, 16 and 17 as enclosed and re-number paragraphs 10 and 11 at pages 6 and 7 as paragraphs 18 and 19.</i>	

ENCLOSURE TO ANNEXURE
ELECTRIFICATION OF TRUNK ROUTES

(S. No. 7—Para 3.25)

9. In view of the growing traffic on the two trunk routes *viz.* Calcutta-Madras and Madras-Bombay, the Committee had, in paragraph 3.25 of their earlier Report, recommended that the Government should allocate and make available additional funds during the Seventh Plan to enable the Railways to commence electrification work on these routes and complete it during the Eighth Plan period. In their reply, the Ministry of Railways have stated that the electrification of railway lines is carried out when found financially justified on the basis of the returns on the capital invested and that Calcutta-Madras and Madras-Bombay routes do not qualify for being taken up for electrification in the Seventh Plan on this basis.

10. However, the Committee find that almost all the trunk routes, except those two, have been electrified or are proposed to be electrified. For rapid socio-economic development of the area fast movement of goods and passengers traffic is essential. The Committee, therefore, desire that Calcutta-Madras and Madras-Bombay routes should also be electrified on a priority basis. —In case it is not possible to start work on these trunk routes during the Seventh Plan due to paucity of funds, the Committee recommend that the electrification of the above routes should at least be included in the Eighth Plan.

11. During their tour of North-Eastern States, the Committee found that here is a feeling of isolation among the people because the region could not be fully integrated with the railway system of the country. There is an urgent need for fast inter-State express trains to tap the immense potentialities for development of this area and for movement of essential commodities, defence personnel and equipments to the strategic border areas. The Committee, therefore, desire that the Railways should also take up electrification of North-East Frontier route during the Eighth Plan.

**UPRATING OF ELECTRIC LOCOMOTIVES AT CHITTARANJAN
LOCOMOTIVE WORKSHOP**

(S. No. 24 to 26—Paras 5.21 to 5.23)

13. In their earlier Report the Committee had observed that the current design of electric locomotives WAG—5 for 3900 HP with technology based on 1960 vintage was being uprated by the Chittaranjan Locomotive Workshop to 5000 HP at its works within existing equipments and marginal inputs. However, the Committee were told that 18 prototypes 6000 HP engines of 3 types were being imported from Japan and Sweden. To avoid imports, the Committee had desired that indigenisation efforts by SLW/RDSO to uprate the H.P. of locomotives produced at CLW deserved encouragement and needed to be pursued with vigour. Accordingly, it was suggested that for better results and convenience, the research work connected with uprating of horsepower of electric locomotives might be done close to shop floor level at CLW.

14. In their reply, the Ministry of Railways have stated that 'there is a proposal to transfer product development and service engineering work from RDSO to CLW. This is being examined and the views of the Committee about undertaking research work close to the shop floor level at CLW are noted.'

15. The Committee would like to know whether product development, service engineering work and research work connected with uprating of horsepower of electric locomotives have actually been transferred from RDSO to CLW. They would also like to be informed of the present stage of uprating the horsepower of electric locomotives WAG-5 from 3900 HP to 5000 HP.

16. The Committee had, in para 5.23 of their Report, expressed the view that CLW should be asked to go ahead with uprating of indigenous electric loco to 5000 or 6000 HP and the Railways should not attempt to go in for manufacture of imported 6000 HP locos which would lead to set-back to the Railways indigenisation programme. They had, therefore, recommended that the imports already ordered might be reviewed and cancelled, if possible.

17. In spite of the above recommendation of the Committee, they learn that Railways have not only placed orders for importing 18 Prototype locomotives—six each of 3 different types for extensive field trials, but have also placed additional orders for imports. The Committee cannot but express their strong disapproval of the decision of the Ministry of Railways to import these prototype even before the matter could be considered by the Committee. They would like to know why the Ministry of Railways have decided to flout the opinion of the Committee without even apprising the Committee of the reasons for going in for imports.