

**ESTIMATES COMMITTEE**  
**1957-58**

**THIRTIETH REPORT**

(SECOND LOK SABHA)

**THE MINISTRY OF RAILWAYS**

**ACTION TAKEN BY GOVERNMENT ON THE RECOMMEN-  
DATIONS OF THE ESTIMATES COMMITTEE CONTAINED  
IN THE TWENTY-FIFTH REPORT (FIRST LOK SABHA)  
ON PASSENGER AMENITIES**



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C\_O\_R\_R\_I\_G\_E\_N\_D\_A

Thirtieth Report of the Estimates Committee on Action taken by Government on the recommendations contained in their Twenty-fifth Report (First Lok Sabha) on the Ministry of Railways.

Page (ii), Appendix II, line 2, read 'recommendations' for 'recommendation'

Page (iv), Members of the Committee, serial 24, read 'Shri Narendrabhai Nathwani' for 'Shri Narendrabhai Nathwan'

Page (iv), Members of the Committee, serial 27, read 'Shrimati Renu Chakravartty' for 'Shrimati Renu Chakravarttv'

Page 2, Para 1, (contd.), line 4, read 'recommend' for 'recommended'

Page 3, Para 4, last line, read 'for' for 'or'

Page 4, Para 7, line 6, read 'were' for 'was'

Page 10, col. 3, lines 5-6, read 'be self-supporting' for 'bes elf-supporting'

Page 15, col. 4, line 6, read 'Railway Administrations' for 'Railway Administration'

Page 52, col. 2, read '98' for '89'

Page 52, col. 4, line 15, read 'implementation' for 'implemetattion'

Page 78, col. 2, i.e. under 'Boards' Orders', line 30, read 'Apoxy' for 'Apox'

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## MEMBERS OF THE ESTIMATES COMMITTEE

- 1 Shri. Balvantray Gopaljee Mehta *Chairman.*
2. Shri Shripad Amrit Dange
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20. Shri Shraddhakar Supakar

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\* Elected w.e.f. 28-8-1958 *vice* Shri Mahavir Tyagi resigned.

\*\* Elected w.e.f. 17-9-58 *vice* Shri J. Rameshwar Rao] resigned.

†Elected w.e.f. 23-9-58 *vice* Shrimati Renuka Ray resigned.

‡Elected w.e.f. 23-9-58 *vice* Shri Nemi Chand Kasliwal resigned.



## INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee, present this Thirtieth Report of the Estimates Committee of the Lok Sabha on action taken by Government on the recommendations/conclusions contained in the Twenty-fifth Report of the Estimates Committee of the First Lok Sabha on the Ministry of Railways.

2. The Twenty-fifth Report of the Estimates Committee was presented to the Lok Sabha on the 26th April, 1956. The Government furnished their replies indicating action taken on the recommendations/conclusions contained in this Report between the 31st October, 1956 and the 28th May, 1957. The Ministry was requested to furnish clarifications on certain points arising out of their replies. The replies (including the replies to points for further clarification) were examined by the Study Group of the Estimates Committee on the 15th July and 3rd September, 1958. This Report includes the replies of the Government to the original recommendations of the Committee as well as replies to points for clarification.

3. The Report has been divided into four chapters, that is,

- I. Report.
- II. Recommendations that have been accepted by Government.
- III. Replies of Government that have been accepted by the Committee.
- IV. Replies of Government that have not been finally accepted by the Committee.

4. An analysis of the action taken by Government on the recommendations contained in this Thirtieth Report is given in Appendix II.

NEW DELHI;  
*The 27th September, 1958.*

BALVANTRAY G. MEHTA,  
*Chairman,*  
*Estimates Committee.*

## CHAPTER I

### REPORT

The Estimates Committee understood from the Report of the *Ad hoc* Committee on Travel Conditions and Amenities for passengers on *Ex-Assam Railway* that the North-Eastern Railway had classified stations under the following four separate heads for the purpose of passenger amenities :

Class A—Model and very important stations and civil district headquarters, which deal with large passenger traffic.

Class B—Sub-model stations, sub-division headquarters.

Class C—More important wayside stations including those where passengers have to stay at night owing to the distance from the town, etc.

Class D—Other road-side stations with little traffic.

The Committee, therefore, recommended in para 40 of the 25th Report (First Lok Sabha) that similar classification should be arranged on all Indian Railways and that in the programme of expenditure to be chalked out after completing the basic amenities at all stations, preference should be given to Class 'A' (Model and very important stations) downwards. While agreeing with the general principle behind these recommendations, the Ministry of Railways stated that it was not practicable to lay down that no additional facilities, whatsoever, should be provided at important stations until basic amenities at all stations have been made available for two reasons : (i) the Passenger Amenities Committee's views cannot be ignored while drawing up the annual programme, and (ii) provisions of all amenities will have to be made in case of the construction or remodelling of large stations on operational considerations. *The Committee agree that minor variations can be made in exceptional cases but they are definitely of the opinion that the minimum basic amenities should normally be provided at all stations before funds are spent in providing extra amenities to more important stations. They, therefore, reiterate their earlier recommendation in this respect.\**

*As regards classification of the stations into four categories instead of three already made by the Railways, the Committee are of the opinion that the reclassification of all stations into four categories will be more useful both for determining the scale of amenities to be provided at different types of stations and for*

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\* The Ministry of Rlys. have subsequently intimated that the need to provide the basic amenities at all stations on a top priority basis is accepted, subject only to the exceptions that may be necessitated to give due regard to the views of Passenger Amenities Committee and to the economies to be achieved by integrated construction at the time of remodelling of stations on operational considerations.



*laying down priorities in the provision of amenities specially when the list of amenities on all stations is available by now with the Railway Administrations on the basis of survey conducted in the year 1955-56 or later. The Committee, therefore, once again recommended that their suggestion may be carried out.\**

2. In para 44 of the 25th Report (First Lok Sabha), the Committee expressed the hope that the policy of electrifying stations in towns where electricity was available would be pursued vigorously and recommended that if there were still any such stations without electricity, provision should be made in the current year (*i.e.* 1956-57) to electrify them. The Ministry of Railways, in their reply, stated that the electrification of stations was carried out on a programmed basis and the policy of Railways was to pursue the same vigorously within the resources of money and material available, but it was not possible to do so within one year. On a subsequent enquiry the Ministry, in their latest reply, have intimated that there are 645 stations without electricity, although the same is available in the towns served by those stations. As regards the programme to electrify them, they have stated that all these stations would be electrified during the Second Five Year Plan period subject to the availability of funds and materials and approval of the Users' Consultative Committee. *The Committee are not satisfied with the above reply. They feel that it is unfortunate that the Railways have not given proper consideration to this matter. Electrification of stations, where electricity is readily available in the nearby town, is desirable or even essential for a number of reasons such as it gives healthy outlook to the premises, and provides additional safety against accidents, thefts and so on. It would also result in saving of expenditure on kerosene and incandescent lamps which are not generally found lit at the Railway Stations during the specified hours and in required numbers. The Committee, therefore, strongly recommend that the Ministry of Railways should chalk out immediately a firm programme for electrification of all the above mentioned stations including the stations where the villages or towns have since been electrified or are being electrified under the rural electrification programme by the end of the Second Plan.*

3. In paras 47—48 of the 25th Report (First Lok Sabha), the Committee suggested that the arrangement for having separate telephonic and verbal enquiry counters as in the Western Railway should be extended to all other Railways. The Committee also recommended that suitable steps should be taken to keep the enquiry offices posted up-to-date with a view to disseminate correct information to the public. The Ministry, while accepting the recommendation, have stated that the same has been forwarded to the Railway Administrations for implementation at suitable stations. On further enquiry the Ministry furnished detailed information as to number of separate telephonic and verbal enquiry counters provided on each Zonal Railway. The total number of separate telephonic enquiry and verbal enquiry counters is stated to be 12 and 19 respectively on all the Railways. *The Committee feel that the number of counters of the two types is considerably low as compared to the number of important stations throughout the country. The Committee, therefore, recommend that steps should be taken to provide separate telephonic and verbal enquiry counters at all important stations, such as, state capitals, important commercial towns, tourist centres etc. on a programmed basis.†*

\* The Ministry of Rlys. have subsequently intimated that the Committee's recommendation to group stations under 4 classes is accepted and will be implemented.

† The Committee are glad to learn subsequently that the suggestion has been accepted by the Ministry.

4. In para 54 of the 25th Report (First Lok Sabha), the Committee suggested that the Passenger 'Guides' should be provided with a table and a chair which should be kept at a convenient place in the Passenger hall and a suitable legend "Passenger Guide" indicated prominently on the table. They also suggested that employees selected for this post should have special aptitude for this type of work and they should be recruited from amongst people with training in social services. In reply to the first part of the recommendation, the Ministry have stated that it is not possible to accept the recommendation because the work of "Passenger Guides" involved constant moving about and it would be misleading and cause misunderstanding if any particular place was indicated as prescribed for them. *The argument of the Ministry does not appear to be logical, firstly, because in the absence of such an arrangement, it may not be possible for the passengers to know that the services of 'Passenger Guides' are actually available on a particular station and so they may not be able to take advantage of the same. Secondly, when a particular place is fixed for meeting 'Passenger Guides' at a station they would naturally keep in view to attend to the people waiting at the table from time to time.*

As regards second part of the recommendation *i.e.* recruitment of Passenger Guides from amongst people having training in social service, the Committee do appreciate that there have been difficulties in the past in the recruitment of such staff from social service organisations. *They, however, feel that the suggestion should be constantly kept in view by the Railways and endeavours should be made to recruit people with social service background, as far as possible, or such posts.*

5. In paras 67—68 of the 25th Report (First Lok Sabha), the Committee recommended that the Railways should take effective and energetic steps to enforce their instructions regarding nuisance caused by beggars and hawkers by taking the matter up seriously with the defaulting staff and should see that it was eliminated. The Ministry, in their reply, stated that as a result of a sustained drive, large number of unauthorised hawkers and beggars were being apprehended and removed. They also furnished figures of the beggars and unauthorised hawkers apprehended and removed during the last three quarters *i. e.* of the year 1957 as under :—

|                                | Quarter<br>ending<br>March '57 | Quarter<br>ending<br>June '57 | Quarter<br>ending<br>Sept. '57 |
|--------------------------------|--------------------------------|-------------------------------|--------------------------------|
| Beggars . . . . .              | 2,61,800                       | 2,53,851                      | 2,63,161                       |
| Unauthorised hawkers . . . . . | 6,429                          | 5,966                         | 7,303                          |

According to the Ministry of Railways, the above figures of beggars apprehended indicated increasing effectiveness of the action taken by the Railways. *The Committee, however, feel that the figures of ticketless beggars apprehended in the three quarters of 1957, were more or less the same and they do not necessarily indicate increasing effectiveness of the action taken. They, therefore, recommend that the Railway staff or police-on-duty should be instructed to be more strict than hitherto and to eject the beggars and unauthorised hawkers from trains and station premises on sight. It has been observed that beggars and unauthorised hawkers carry on their activities at the stations under the very nose of the Railway and Police personnel on duty. The Committee are of the opinion*

*that, if necessary, the authorities may even resort to prosecution in persistent cases. Action should also be taken against negligent railway and police personnel.*

6. In para 90 of the 25th Report (First Lok Sabha), the Committee stated that the British Railways provided camping coaches at specially selected places for the conveniences of holiday travellers, etc. and recommended that such facilities should be provided on the Indian Railways also as an experimental measure, at a few selected stations. The Ministry have replied that the recommendation has been accepted in principle and action is being taken to provide these coaches on selected stations on the Railways early. Later, they stated that so far three camping coaches have been provided at Lonavla (Central Railway-B.G.), Puri (S. Eastern Railway-B.G.) and old Malda (N. E. Frontier—M.G.) The provision of camping coaches on other Railways had not yet materialized for want of condemned coaches suitable for the purpose. *The Committee are of the opinion that camping coaches on the remaining five zonal Railways should also be provided at an early date.*

7. In para 99 of the 25th Report (First Lok Sabha), the Committee recommended that the upper limit of holdings of contractors should be reduced from 12 to 6 and that the same should be progressively reduced to 2 only in about 5 years time. While accepting the recommendation in principle, the Ministry have stated that the absolute figures of 6 and 2 indicated by the Committee was not considered acceptable for the reasons that a drastic reduction were already made in the holding recently and that the ultimate limit of two catering contracts might not prove workable. *The Committee are not convinced by the reasons given by the Ministry and hold that the ceiling limit fixed at 12 was on the high side and should be reduced to six, to start with.*

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## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

| S. No.<br>(as in the<br>Appendix<br>VII to the<br>25th Report) | Reference<br>to para<br>No. of<br>the Report | Summary of Recommendations/Conclusions   | Government's reply   |
|--|--|--|--|
| 1  | 2  | 3  | 4  |
| 2  | 9  | <p>The Committee consider it rather unfortunate that the funds provided under the head of 'Passenger Amenities' should have been allowed to lapse upto the extent of Rs. 1.71 crores during the First Five Year Plan period. The Committee hope that this will not be repeated during the Second Five Year Plan.</p> | <p>Instructions have been issued to the Railway Administrations that funds allotted for passenger amenities should be fully utilised and lapses of funds avoided.</p> <p>(Ministry of Rylys. O. M. No. 56-B/(c)-6000/Recommendations (25) dated 31-10-1956).</p> |
| 3  | 10   | <p>The Committee suggest that the Deputy General Manager (Amenities) should keep close co-ordination with the Divisional/District authorities</p>  | <p>The Railways have been asked that officers dealing with this subject should watch the physical progress of such works and ensure that the</p>   |

and watch the physical progress of the works under this head with a view to ensure that the programme of amenities is completed in time. In case due to unforeseen circumstances, a division or district is not in a position to incur usefully the expenditure allotted under this head, the Deputy General Manager should arrange the transfer of the amount to another division or district which is in a position to incur additional useful expenditure. Similarly, there should be a periodical review of the progress of works under this head at the level of the Railway Board, so that if any particular Railway is unable to make full utilisation of the amount allotted to it, the same may be reallocated to another Railway which is in need of additional funds under this head. If, however, after taking this additional precaution, the full expenditure of Rs. 3 crores is not incurred during any year of the plan period, the amount thus saved may be carried over the next year so that total expenditure under this head during the Second Five Year Plan period is fully utilised. While making such reallocations from one Division/District to another or from one Zone to another, it should be ensured that the amounts thus reallocated are reimbursed later, so that the progress of the provision of Passenger Amenities

programme of amenities is completed in time, and, if at any stage it is visualised that the allotment made to a Railway is not likely to be utilised in full, the surplus funds should be surrendered to this office early enough for its allotment by reappropriation to some other Railway which is in need of additional funds.

(*Ministry of Rlys. O.M. No. 56-B(c)-6000/ Recommendations (25), dated 8-2-1957.*)

on any Division /District or Railway is not lopsided in comparison to others.

4. II

The Committee recommend that remodelling schemes of big stations should not be charged under the head "Passenger Amenities" but under the works head.

It has been accepted by the Board that in the remodelling schemes of big stations there should be a proper splitting of the expenditure between "Railway Users' Amenities" and other works, to ensure that only such items of expenditure in the remodelling as are specifically Railway Users' Amenities are charged to Railway Users' Amenities. This point will be clarified to Railways.

(Ministry of Rlys. O.M. No.56-B(c)-6000/Recommendation (25), dated 30-11-1956)

8

24-25

As the complaints and suggestions made by the Ad Hoc Committee on Travel Conditions and Amenities for passengers on ex-Assam Railway are of a general nature applicable to all the Railways, the Committee recommend that they deserve careful attention of all the individual Railways. The Committee also recommend that the furniture to be provided in different classes of waiting rooms should be standardised, and steps taken to ensure that the same is provided according to the standards laid down. Material to be utilised should be indigenous, preferably, from the Cottage industries and should be inexpensive.

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

(Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956).

(Further information called for by the Committee).

Please furnish information regarding action taken by the Zonal Railways in implementing the recommendation.

(L.S.S. O. M. No. 107-EG-II/56, dated 17-1-1958)

The Railways have standardised the furniture for waiting rooms, and are progressively providing standard furniture as and when the existing furniture needs replacement.

The scale of furniture provided, however, will vary with the local conditions, such as the size of the room and the volume of traffic at each individual station.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/25th Report, Pt. I, dated 23-7-1958].

9. 26 The Committee consider the provision of benches for seating passengers on all sections on the various Railways is inadequate. The economical type of benches designed by the Chief Engineer of the North Eastern Railway by using old rails set in cement concrete and with wooden batons, may be extended to other Railways also, if it has proved useful on the North-Eastern Railway.

10 27 The Committee recommend that a simple arrangement of providing circular seats made of wood, earth or bricks around the trunks of shady trees on the platform may be adopted.

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

[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956].

Suitable instructions have been issued to the Railway Administrations.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 31-10-1956.]

11 The Committee agree with the recommendation of the *Ad Hoc* Committee referred to above that these should be a minimum of one lamp in the waiting hall and this should be placed near the booking window.

28

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

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

14

The Committee recommend that a pucca platform surface should be provided at all stations.

It is already accepted policy to provide pucca platform surface at all stations. This is one of the items of the minimum amenities to be provided at all stations irrespective of their status and will be provided as early as possible according to the availability of funds.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25) dated 31-10-1956*].

20

The Committee hope that the question of providing foot over-bridges at stations, where necessary, will be given due attention, subject to the availability of funds.

The Railway Administration have been instructed that the provision of foot over-bridges at stations where necessary should be kept in view while drawing up the annual works programme.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 31-10-1956*].

22

Where stations are electrified but refreshment rooms are not, electricity should invariably be provided there. If necessary, it should be made obligatory for the Contractor to provide electric lighting where it exists at the station.

The recommendation has been accepted and Railway Administrations have been asked to take early steps towards its implementation should there be any stations within their jurisdiction where the position is as stated in the recommendation.



[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

23 'Toilet' and 'Wash and brush up' facilities as obtaining at Victoria Terminus (which should be widely publicised particularly amongst the lower class passengers) may be introduced at other big stations, provided they prove to be self-supporting.

The recommendation has been accepted and the Railway Administrations have been advised.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

25 The Committee recommend that the employees utilised for the purpose of making announcements through loud-speakers at stations should be carefully selected after testing their voice and they should be given a brief preliminary training so that their announcements may be clearly audible and pleasing to the ear and easily intelligible. Further, there should be proper check-up of loudspeaker equipment. The Committee also recommend that these announcements from loud-speakers should be utilised for the purpose of social education (including hygienic habits) of illiterate passengers. Stress should be laid on the various aspects of careful utilisation of the Railway premises and trains. Carefully worded phrases should be selected for this purpose, so that these announcements may become instructive without causing annoyance. The passen-

The recommendation is in keeping with the policy of Railway Board and the orders already issued.

The observations of the Estimates Committee have, however, been forwarded to the Railways, drawing their attention to the standing instructions on the subject.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

gers may also be urged to form queues while entraining and detraining and to give preference to the detraining passengers.

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

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

The Committee recommend that there should be more 'left-luggage' offices and that the existing ones at bigger centres like Delhi should be strengthened. The offices should be kept neat and tidy with proper stacking arrangements.

The recommendation is in keeping with the policy of the Railway Board and the practice on the Railways and necessary instructions in this connection already exist.

The observations of the Estimates Committee have, however, been forwarded to the Railwayways.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

The Committee very much appreciate the campaign of social education started by the Railways and they feel that the scheme has great potentialities. The Committee are of the opinion that the Railway Ministry can legitimately ask the Ministry of Health & Education to share the cost of propaganda directed towards social education and public hygiene. The Committee suggest the following media for imparting social education to the passengers at stations or in trains :

The recommendation has been accepted except that it has been decided not to approach the Ministries of Health and Education to share the cost of propaganda directed towards social education and public hygiene on Railways.

The spread of social education, it is felt, will primarily help the railways a good deal in keeping the stations clean and more hygienic, and to that extent the staff will get relief so

- (i) Suitable posters ;
- (ii) Loud-speakers & Public Address System;
- (iii) Films ;
- (iv) Playing of gramophone records ;
- (v) Suitable slogans to be inserted in Railway time-table and guides, and
- (vi) Suitable legends to be inscribed in carriages of trains etc.

that they could attend to more important items of work ; furthermore, the Ministries of Health and Education, already hard pressed for money, are not likely to come forward with any substantial assistance.

The recommendation, except the portion thereof envisaging financial assistance from the Ministries of Health and Education, is in keeping with the policy of the Railway Board and the practice on the Railways and has been forwarded to the Railways drawing their attention to the standing instruction on the subject.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 21-12-1956].

(Further information called for by the Committee).  
The actual practice on the Railways in respect of each of the six media suggested may please be indicated.  
(L.S.S. O.M. No. 107-EC-II/57, dated 17-1-1958).

- (i) *Suitable posters* : Illustrated posters in English, Hindi & Regional languages are being displayed at stations on a number of subjects of social education such as 'Queue habits', 'Cleanliness', 'Light travel' etc.
- (ii) *Loud-speakers & public address system* : In addition to train timings and other guidance given to the passengers through loudspeakers installed at most of the important stations social education slogans, couched in appealing

terms in English and regional languages are broadcast on the loudspeakers by specially selected and trained staff.

(iii) *Films* : Films on Social Education and documentaries procured from the Film Division of the I & B Ministry are being screened at important stations. Mobile vans are also being used for screening films at wayside stations.

(iv) *Playing of gramophone records* : This media has not been generally employed, except on one railway.

(v) *Suitable slogans to be inserted in Railway Time-Tables & Guides* : Slogans on a number of subjects of social education are being inserted in the time-tables of most of the Railways.

(vi) *Suitable legends to be inscribed in carriages of trains etc.* : In addition to the standardized notices displayed in carriages, some legends on subjects of social education are also inscribed in the compartments.

[*Ministry of Rlys. O.M. No 56-B(c)-6000/*  
● *25th Report/Pt. I, dated 25-8-1958*]

There should be special drive for improving the cleanliness of station. There should be spittoons,

The recommendation is in keeping with the policy of the Railway Board and the practice

refuse bins and other arrangements so that the station premises are not badly used. The floors of big stations should be cemented, washed daily and kept clean.

on the Railways, and the observations of the Estimates Committee have been forwarded to Railway Administrations for their guidance.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*].

31(a)

58(a) The Committee recommend that suitable lockers should be provided at selected big stations on each Railway so that the passengers who come to such stations for short periods may keep their valuable belongings in these lockers at suitable charge.

The recommendation has been accepted. Instructions have been issued to Rlys. to make arrangements to provide steel chests or cabinets containing a number of individual lockers at selected stations, namely, Delhi, Howrah, Sealdah, Madras Central, Bombay Central and Bombay V.T. for the present.

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31(b)

58(b) The Committee suggest that the provision of basic amenities should be expedited at stations on the N. G. also.

[*Ministry of Rlys. O.M. No 56--B(c)-6000/Recommendation (25), dated 6-5-1957*].

Railway Administrations already have instructions to provide basic amenities at all stations including halt stations irrespective of their size and status & irrespective of whether they are located on the B.G. or M.G. or N.G., and these amenities are being provided on a programmed basis within the funds available in

consultation with their Zonal Railway User's Consultative Committees.

The Committee's recommendation to expedite the provision of the basic amenities at stations on N.G. has been specially brought to the notice of the Railway Administration for necessary action.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendations (25), dated 2-2-1957*].

This recommendation is noted. Periodical appraisal will be made as recommended by the Estimates Committee.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendations (25), dated 28-2-1957*].

The observations of the Committee have been noted.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendation (25), dated 21-12-1956*].

The observations of the Committee that the various passenger amenities including additional trains should be on a reasonably uniform basis on different Railways and for B.G. and M.G. has been noted. Consistent with the availability of line capacity, coaches and locomotives, steps have been taken to augment the train services

The Committee hope that by making periodical appraisals of the requirements of the Railways during the Second Five Year Plan, it would be possible to provide for greater percentage of increase in passenger miles than only 3 per cent increase per annum planned for.

The Committee observe that the number of passengers per train B.G. as well as M.G. during 1954-55 was more than double the corresponding figures during 1938-39.

The Railway Ministry should ascertain the reasons for disparity in the number of additional trains introduced on the South-Eastern and Western Railways, as compared to those introduced on other Railways and take necessary steps for making good the deficiency in the next time table. The Committee are of the opinion that the various Passenger amenities including addi-

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33(b)

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tional trains should be on a reasonably uniform basis on different Railways and for B.G. and M.G. on the Railways, as will be seen from the following :—

*Continued from Colmn. 4*

| Railways      | Daily Passenger train mileage on 1-4-1955 |        |      | Daily Passenger train mileage on 1-4-1956 |       |      |
|---------------|---|--------|------|---|-------|------|
|               | B.G.                                      | M.G.   | N.G. | B.G.                                      | M.G.  | N.G. |
| Central       | 38013                                     | 3988   | 3507 | 38596                                     | 3988  | 3558 |
| Eastern       | 34546                                     | ..     | 170  | 35980                                     | ..    | 170  |
| Northern      | 47491                                     | 9469   | 1035 | 47715                                     | 9954  | 1035 |
| North-Eastern | ..  | 37256  | 237  | ..  | 37477 | 237  |
| Southern      | 23835                                     | 39357  | 578  | 23709                                     | 39547 | 578  |
| South-Eastern | 18353                                     | ..     | 4076 | 18605                                     | ..    | 4076 |
| Western       | 18571                                     | 24176* | 3790 | 18782                                     | 24708 | 3646 |

It will, however, be appreciated that the limited rolling stock provided for in the Second Five Year Plan will have to be utilised to the best advantage, taking into consideration the

relative overcrowding on the various sections as also on the broad and metre gauge systems. This factor may necessitate the introduction of additional trains on certain railways where the overcrowding is relatively more.

[*Ministry of Rlys. O.M. No. B-56(c)-6000/Recommendations (25), dated 2-2-1957*]

(Further information called for by the Committee.)

The figures of daily passenger train mileage of the Southern Railway (BG) and Western Railway (MG) appear to be incorrect. If so, the correct figures may kindly be furnished.

(*L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958*)

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The Committee feel that if the weightment facilities are increased and if luggage is delivered safely at the destination point, the passengers would be willing to have it weighed and placed in brake-vans. They, therefore, recommend that facilities for weightment of luggage should be increased at all stations and that it should be ensured that the luggage booked by a passenger is invariably carried by the same train by which he travels. Introduction of the vestibuled trains will, no doubt, facilitate this.

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The daily train mileage figures shown against the Southern Railway (B.G.) are correct. It is, however, regretted that there has been a typographical error in respect of the daily train mileage as on 1-4-1955 furnished for the Metre Gauge portion of the Western Railways. The figure is 24,176 and not 34,176 as indicated in the reply.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/25th Report, dated 12-2-58*].

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

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*]



37 The Committee recommend that in addition to the concentrated drives with the help of Railway Magistrates, police and checking staff, the Railways should provide shuttle trains for short distance travellers, wherever feasible so as to eliminate foot-board travel. This will also relieve pressure on long distance trains. Provision of Diesel trains and rail-cars should also be given serious consideration.

(Further information called for by the Committee)

Please state as to when the question of extending the use of railcars is expected to be finalised.

(L S S. O. M. No. 107-EC-II/56, dated 17-1-1958)

Shuttle trains for short-distance traffic are already being introduced wherever found justified and within the available resources of line capacity and coaching stock. Metre gauge rail-cars are already running on certain sections of the Indian Railways. 24 Broad Gauge rail-cars are also on order.

The rail-cars can be useful only on certain sections.

The question of extending the use of the rail cars will be decided after they have been in service for some more time and their comparative economics of operation and general usefulness have been assessed on the basis of further experience.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/ Recommendation (25), dated 28-5-1957]

The comparative economics of operation, maintenance, and utility of Diesel Rail cars *vis-à-vis* shuttle trains hauled by steam locomotives are under study.

The Railways concerned have been instructed to maintain the necessary statistics in detail to facilitate this study. The study, however,

is likely to take some more time for sufficient data to become available.

It may be stated that, in view of the present position regarding foreign exchange, there is no likelihood of any large scale extension of diesel rail-car services on the Indian Railways in the near future.

For the present, against 24 Broad Gauge Diesel Rail Cars on order, 12 have been received on the Southern Railway. 12 more are expected in a few months time for use on the Northern Railway.

Two more Narrow Gauge Diesel Rail Cars are also provided for the Matheran Light Railway section of the Central Railway in the Budget for 1958-59.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/  
25th Report, Pt.-I, dated 24-5-1958*]

38 71 The Committee recommend that the Railways should take effective steps to check ticketless travelling in trains and continue the experiment of having a ticket checker-*cum*-conductor for every two or three bogies on important trains who could, in addition to checking the ticket of passengers, look to their convenience. If the experiment proves successful, it should be progressively extended to other trains as well.

The experiment envisaged in the recommendation of the Committee is still being continued. The suggestion made in the last sentence has been noted.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 8-2-1957*]

40 The Committee are glad to note that the Railways have taken a number of measures to improve the travel conditions of third class passengers. There is considerable scope for expanding these facilities with a view to relieve the present state of overcrowding.

41 The Committee recommend that the wide disparity in the number of Janata Trains on the M.G. as compared to B.G., should be removed and more such trains introduced on the former.

The Observations of the Estimates Committee have been noted.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/ Recommendation (25), dated 21-12-1956*]

The recommendation has been noted. Consistent with the availability of line capacity, coaches and locomotives it is the policy of the Board to introduce more Janata Express Trains where justified. There is already a proposal to introduce a Janata Express Train between Delhi and Ahmedabad (M.G. Section).

[*Ministry of Rlys. O.M. No. 56-(C)- 6000/ Recommendation (25), dated 30-11-1956*]

(Further information called for by the Committee)

The representatives of the Ministry had informed the Estimates Committee that a Janata-cum-Parcel Express was proposed to be introduced between Delhi and Ahmedabad but till date there is no news about its introduction. Please state if the date of its introduction has been finalised?

(*L.S.S. O.M. No. 107-EG-II/56, dated 17-1-1958*)

The need for a Janata Express train between Delhi and Ahmedabad (MG route) is recognised but it has not been found feasible to introduce this train mainly due to the following limiting factors:—

(i) Lack of line capacity between Delhi and Rewari on the Northern Railway and Ajmer-Sojat Road on the Western Railway.

(ii) Non-availability of coaching stock and locomotives, which will be required for the introduction of a Janata Express train as an additional train between Delhi and Ahmedabad.

(iii) Lack of terminal facilities at Delhi Jn. and Ahmedabad Station.

2. With a view to overcoming the limiting factors referred to above, there was a proposal to run from 1-10-57, a parcel-*cum*-passenger train between Delhi and Ahmedabad by amalgamating certain sectional trains. It was proposed to run an ordinary passenger train instead of a Janata train as some of the trains concerned provided other than third class accommodation also.

3. The proposal was examined but was not implemented as it was considered that the proposed train being a passenger-*cum*-parcel train and scheduled to halt at all stations was not likely to provide a fast alternative train in the section as desired by the public and to give any relief to the overcrowding of long distance traffic on the Mail and Express trains.

4. In the circumstances explained above, the only solution is the introduction of a fast Janata train between Delhi and Ahmedabad as an additional train as and when adequate sectional capacity, coaches and locomotives

become available for the purpose. According to the present indications, there is no possibility for the introduction of such a train before 1-4-1959, when the works in connection with the doubling of a Delhi-Rewari section & also the works in progress on the Ajmer-Sojat Road section are expected to be completed.

5. The trains running on the section have however, been augmented to the extent feasible, consistent with the availability of train room and coaches.

(Ministry of Rlys. O.M. No. 56-B(C)-6000/  
25th Report, dated 25-2-1958)

When do the limiting factors become inoperative ?  
What is being done to master them in view of the urgent action necessary in the interest of the masses.

(L.S.S. O.M. No. 107-EC-II/56, dated 18-6-1958)

Every endeavour is being made to get over the limiting factors, but our endeavour is conditioned by factors over which we have limited control. Material has been indentured to expand the sectional capacity but it is difficult to categorically say when the works will be completed. First priority naturally has been given to rehabilitation of the existing track. In view of the extremely difficult ways and means position, the Planning Commission have asked us to give a lower priority to passenger traffic. The whole problem is,

therefore, under discussion and examination. As soon as a clear picture emerges, it would be possible to give a definite indication as to the prospects of development of Passenger Services. We are, however, anxious that the rigours of travel on the Ahmedabad-Delhi section may be mitigated as soon as possible.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/25th Report, Pt. I, dated 23-7-1958*]

42 75 The Committee recommend that early steps should be taken to introduce sleeping accommodation on all the Janata Express trains.

The recommendations has been accepted in principle the extension of the facilities of sleeping accommodation to Janata Train will, however, be progressive, along with other mail and express trains.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/Recommendation (25), dated 10-1-1957*]

43 76 In order to ensure that sleeping coaches are fully occupied, the Committee suggest that the surcharge levied for the same may be slightly reduced to Rs. 2/- or Rs. 2/8/- per night per berth and the results watched for some time. They also suggest that adequate publicity should be given to this facility. They further recommend that this provision should be made on all Janata Express trains and should be progressively extended to other Mail and Express trains and also that facility for advance reservation should be extended to 7 days.

The Estimates Committee's recommendation for reduction in the present rate of surcharge for sleeping accommodation in third class, is linked with the type of coach, *viz.*, whether having 3 tiers or 2 tiers to be ultimately used for providing sleeping accommodation to third class passengers and will be considered in due course.

2. The recommendation for adequate publicity to be given to the facility of sleeping accommodation provided on railways is in keeping with the policy of the Railway Board

and the practice on the Railways has been forwarded to Railway Administration for their guidance.

3. The recommendation for the extension of the facility of sleeping accommodation in third class has been accepted in principle; the extension of this facility, however, to Janata trains will be progressive along-with Mail and Express trains.

4. The recommendation for allowing advance reservation of sleeping accommodation in third class 7 days in advance is already in consonance with the policy of the Railway Board and the practice on the Railways, as advance reservation of such accommodation, wherever provided, is at present allowed 10 days in advance in all cases.

[Ministry of Rlys. O.M. No. 56-B (C)-6000/  
Recommendation (25), dated 10-1-1957].

(Further information called for by the Committee)

The latest position in the matter of suitability of the type of sleeper coach, namely whether 3 tiers or 2 tiers and the surcharge to be realised may be furnished.

(L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958)

Two Broad Gauge prototype three-tier wooden bodies sleeper coaches with certain improvements compared to the earlier type, are being constructed. These coaches are expected to be ready for use by the end of July, 1958,

The type of sleeper coach to be finally chosen will be determined after the new coaches are on service for some time.

The question of what would be an appropriate surcharge will also be examined then as the economic basis for the charge will differ according as whether a two-tier or three-tier coach is finally decided upon.

(*Ministry of Rlys. O.M. No. 56-B (C)-6000/25th Report/Pr. I, dated 21-6-1958*).

45 The Committee recommend that, in future reservation should be permitted for passengers travelling for 100 miles or above in the Janata Express trains, Mail trains and Express trains. The feasibility of extending this facility in ordinary passenger trains also should be examined by the Railway Ministry.

The recommendation to provide reservation facilities by all Mail and Express trains to third class passengers travelling over 100 miles or more is under examination in consultation with the Commercial Committee and necessary further action will be taken on receipt of the Commercial Committee's recommendation.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/Recommendation (25), dated 10-1-1957*].

47 The Committee suggest that the Railway Ministry should adopt a more liberal policy in providing through carriages, particularly for such destinations for which a change of trains is required at junctions at inconvenient time during night.

The recommendation of the Committee is noted and the suggestion will be kept in view. But as the Estimates Committee are aware as the provision for additional passenger coaches during the Second Five Year Plan is small, alleviat-



ing overcrowding has to take precedence over additional through services.

(*Ministry of Rlys. O.M. No. 56-B (c)-6000/ Recommendation (75), dated 30-11-1956*).

- 48 83 The Committee are glad to learn that the standards of amenities to be provided in different classes of coaching stock for Broad and Metre Gauge have more or less been standardised.

- 49 85—86 A weekly vestibuled Janata train introduced between Howrah and Delhi from the 2nd October, 1955 which has a sleeping car, water men, loud speakers, and dining car has become popular. The Committee learn that three more rakes when ready will ply between other important cities.

[*Ministry of Rlys. O.M. No. 56-B (c)-6000/ Recommendation (25) dated 31-10-1956*].

- 50 87 Due to chronic over-crowding in the third class carriages free service provided for cleaning the carriages at important stations is available only to upper class passengers.

The Committee were glad to learn that two sweepers have been posted in the vestibule Janata

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Three vestibuled Janata rakes, similar to the one running between Delhi and Howrah, have been put into service from 1st July, 1956 on a weekly service between Delhi and Madras and Howrah and Madras, and a bi-weekly service between Bombay and Madras.

[*Ministry of Rlys. O.M. No. 56-B (c)-6000/ Recommendation (25) dated 31-10-1956*].

The recommendation is in keeping with the objective aimed at by the Railway Board.

The observations of the Estimates Committee have been forwarded to the Railway Adminis-

express to clean the carriages throughout the run as and when necessary. The Committee further recommend that the cleaners and sweepers provided at stations on the lines should be given instructions to clean the third class carriages also, wherever feasible, at least in the case of long distance and sleeping carriages. It should be the ultimate aim of Railways to provide free cleaning and sweeping service to all third class carriages.

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88 Though the Railways have made attempts to provide passengers more conveniences by increasing the capacity of water tankage in third class, and by providing automatic taps, there remains much to be done in this direction. The Committee, therefore, suggest that this question be examined thoroughly by a small committee which should also examine the feasibility of revising the present designs of latrines, wash basins, water pipes and storage tanks, arrangements for closing the doors and windows, and lighting arrangements provided in third class carriages

trations, drawing their attention also to the standing instructions on this subject.

(Ministry of Rlys. O.M. No. 56-B (c)-6000/  
Recommendation (25), dated 21-12-1956).

A Committee consisting of Chief Mechanical Engineer and Electrical Engineer of the Northern Railway and the Chief Design Engineer (C & W) Central Standards Office, New Delhi has been appointed on 6-8-56 to consider the details and to submit its report within two months.

The following are the terms of reference to the Committee:—

(a) To examine the provision of more conveniences to passengers by increasing the capacity of water tankage in third class and by providing automatic water taps.

(b) To examine the feasibility of revising the present designs of latrines, wash basins, water pipes and storage tanks, making arrangements for closing the doors and windows and improving lighting arrangements provided in III Class carriages.

The Committee's report will be considered by the Board.

(Ministry of Rlys. O. M. No. 56-B(c)-6000/  
Recommendation (25), dated 2-2-1957).

(Further information called for by the Committee).

It is requested that a copy of Report of the Committee consisting of Chief Mechanical Engineer and Electrical Engineer of Northern Railway and the Chief Design Engineer (C & W) Central Standards Office, New Delhi along with information regarding action taken on their recommendations may please be furnished.

(L.S.S. O. M. No. 107-EC-II/56, dated 17-1-1958).

52 89 There is much scope for increasing the tourist traffic in India by providing tourist cars. The first priority should be given to the third class tourist cars and then to upper class tourist cars. The Committee, therefore, suggest that each Railway should have, to begin with, at least two to three tourist cars (for Broad and Metre

8 A copy of the Amenities Committee's Report along with the Board's letter No. 56/645/65/M/C (dated 27-12-1957)\* containing action taken on their recommendations is attached below. (Ministry of Rlys. O.M. No. 56-B (c)-6000/  
25th Report dated 14-2-1958).

The recommendation has been noted. Necessary action is being taken to procure additional tourist cars, particularly third class tourist cars and then to upper class tourist cars. (Ministry of Rlys. O. M. No. 56-B(c)-6000/  
Recommendation (25), dated 30-11-1956).

Gauge separately). This number should be progressively increased according to the availability of resources.

(Further information called for by the Committee)

How many Third Class Tourist Cars have since been added (Rly.-wise)?

(L. S. S. O. M. No. 107-EC-II/56, dated 17-1-1958)

1. The following Third Class Tourist Cars were available for public use on different railways on 1-9-1956.

|                         | B. G.     | M. G.    |
|-------------------------|-----------|----------|
| Central . . . . .       | 10        | ..       |
| Eastern . . . . .       | 2         | ..       |
| Northern . . . . .      | 3         | ..       |
| Southern . . . . .      | 5         | 3        |
| South-Eastern . . . . . | ..        | ..       |
| Western . . . . .       | 2         | ..       |
| North-Eastern . . . . . | ..        | ..       |
| <b>TOTAL . . . . .</b>  | <b>22</b> | <b>3</b> |

2. Four metre-gauge Third Class Tourist Cars have been placed on line on the N. E. Rly. during the period 1-9-56 to 31-1-58.

3. In addition to these, 36 B.G. and 12 M.G. Third Class Tourist Cars are also on order.

These Tourist cars have been allocated to different railways as under :—

|                        | B. G.     | M. G.     |
|------------------------|-----------|-----------|
| Central . . . . .      | 8         | 2         |
| Eastern . . . . .      | 13        | ..        |
| Northern . . . . .     | 7         | 4         |
| N. Eastern . . . . .   | ..        | 1         |
| Southern . . . . .     | 5         | 1         |
| S. Eastern . . . . .   | 1         | ..        |
| Western . . . . .      | 2         | 4         |
| <b>TOTAL</b> . . . . . | <b>36</b> | <b>12</b> |

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(Ministry of Rlys. O. M. No. 56-B(c)-6000/  
25th Report/Pl.-I, dated 25-4-1958).

(a) As on 1-9-1956, there are only three in metre gauge and that too is in one zone. Why is this so?

Out of the 3 M. G. Tourist Cars on the Southern Rly. on 1-9-1956, two were constructed by the ex-South Indian Railways and continued to be in service on the Southern Railway

(b) If the mileage of both B.G. and M.G. are about the same, should not the tourist cars also be about the same in both cases?

(L.S.S. O. M. No. 107-EC-II/56, dated 18-6-1958)

after integration. Only one Tourist Car was allotted to the Southern Railway after integration. Due to a large number of Pilgrim centres on the M.G. section of the Southern Railway, the demand for III Class Tourist Cars on that Railway is heavy. Demands for Tourist Cars from other M.G. Railways were also considered and 16 M.G. Tourist Cars were programmed in the 1956-57 Rolling Stock Programme. These have been allocated equitably between the different M. G. Railways so that when all the Tourist Cars are received, the position of M. G. Tourist Cars on each Railway would be as follows :—

|                        |           |
|------------------------|-----------|
| Central . . . . .      | 2         |
| Northern . . . . .     | 4         |
| N. Eastern . . . . .   | 5         |
| Southern . . . . .     | 4         |
| Western . . . . .      | 4         |
| <b>TOTAL . . . . .</b> | <b>19</b> |

2. Out of the 16 Tourist Cars programmed in 1956-57, 4 have been received by the N E. Railway and in order to ensure a more equitable distribution during the interim period till the remaining cars are also received by the other Railways, arrangements are being made to transfer temporarily two Tourist Cars

from the N.E. Railway including one to Western and one to Northern Railway till these two Railways received their quota.

It is pointed out that Third Class Tourist Cars and other types of passenger coaches also are not allotted to the B.G. and M.G. sections on the basis of their relative mileage. The allocation is made on the basis of volume and nature of traffic on the different sections and Railways.

(*Ministry of Rlys. O. M. No. 56(C)-6000/25th Report/Pl.-I, dated 4-8-1958.*)

54 91 The Committee consider that the supply of cheap, hygienic and wholesome food to passengers at stations is a matter of considerable importance.

The observation made by the Estimates Committee is in keeping with the objective aimed at by the Railway Board and the instructions issued to the Railways.

The observations of the Estimates Committee are, however, being communicated to the Railways.

(*Ministry of Rlys. O. M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956.*)

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The Committee note that only one station has been chosen on the North-Eastern Railway for introduction of Departmental catering. The Committee recommend that a few more stations on the Railway should be chosen for the purpose.

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Departmental catering is proposed to be introduced at four more stations on the North Eastern Railway.

(*Ministry of Rlys. O. M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*).

56

The Departmental catering on the Southern and the Eastern Railways has been running at a loss, though losses on the Southern Railway are on the decline. The Committee are glad to note the assurance given by the Railway Minister in his Budget Speech on 23-2-56, that every effort will be made to see that the Departmental catering covers costs.

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The observations of the Estimates Committee have been noted, and have also been forwarded to the railway administration concerned for their information and guidance.

(*Ministry of Rlys. O. M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956*).

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The Committee are in agreement with the opinion of the Railway Corruption Enquiry Committee that wherever possible departmental catering should be introduced and that the big contracts should be broken up.

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The recommendation has been accepted and already implemented to an appreciable extent, the balance being in the process of implementation.

(*Ministry of Rlys. O. M. No. 56-B(c)-6000/Recommendation (25), dated 10-1-1957*).

The Committee have received a number of representations that while the refreshment rooms and vending stalls etc. are being taken over from the contractors for introducing departmental catering, the lower categories of staff previously employed by the contractors are being thrown out of employment. The Committee suggest that the Railway Ministry should give some preference to such persons while filling up vacancies in their new catering establishments.



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The Committee further recommend that the Departmental catering on the Railways should be run on a "no profit and no loss" basis on the lines recommended by the Alagesan Committee on catering and that the Railway Administrations should keep a very close watch and have effective supervision over the departmental catering centres.

The recommendation of the Estimates Committee is in keeping with the policy of the Railway Board.

The observations of the Estimates Committee have been forwarded to the Railway Administrations, drawing their attention also to the standing instructions on the subject.

(Ministry of Rlys. O. M. No. 56-B(c)-6000/  
Recommendation (25), dated 21-12-1956)

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The Committee also recommend that the Railways should introduce the sale of cheap hygienic food packets, as done at stations on the Southern Railways, at important stations on Railways in Northern India.

The recommendation has been accepted and is being implemented.

(Ministry of Rlys. O. M. No. 56-B(c)-6000/  
Recommendation (25), dated 21-12-1956).

(Further information called for by the Committee)

Have the Railways made any publicity about the sale of cheap hygienic food packets? Are these packets sold on any of the trains reaching Delhi from the Western part of the country?

All the Railway Administrations, excepting the N.E. Rly., have been giving publicity to the sale of cheap hygienic food packets. The steps taken for the purpose have, however, varied from Railway to Railway, and have included putting up sign boards at the stations at prominent places, notifications in their Time Table and Guides, placards carried by the vendors on their trolleys, announcements on

(L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958).

the loud speakers where provided and press releases.

With a view to ensuring greater publicity, it has been suggested to all the Railway Administrations, including the N.E. Railway, to publicise the sale of cheap hygienic food packets in the following manner, where it is not being done :—

- (i) Press publicity in the Indian languages press, giving the contents and prices of the packets and the stations at which they are available ;
- (ii) Suitable insertions in the Time Table and Guide ; and
- (iii) Notices to be prominently displayed at stations where food packets are sold.

2. Food packets are not sold on the trains reaching Delhi from the Western part of the country. But such packets are sold at certain stations on the routes of such trains.

63 III The Committee note with concern that the evil of subletting of contracts continues unabated. The Committee recommend that the Railway Board should take immediate steps to eliminate the evil on the lines recommended by the Alagan Committee.

This recommendation has been accepted. Action on the lines recommended by the Alagan Committee has already been initiated. (Ministry of Rlys. O. M. No. 56-B(c)—6000/Recommendation (25), dated 10-1-1957)

64 112—115

The Alagesan Committee, recommended that in awarding contracts, the appointment of suitable local men with requisite experience of catering should be encouraged. The Committee hope that this recommendation will be implemented on all the Railways without undue delay.

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123

The Committee are in full agreement with the recommendations of the Alagesan Committee regarding the provision of standard restaurant cars and dining cars and hope that they will be implemented without undue delay.

The observations of the Estimates Committee are in keeping with the objective of the Railway Board and the instructions issued to Railways.

(*Ministry of Rlys. O.M. No. 56-B(c)—6000/Recommendation (25), dated 10-1-1957*).

The construction of all future restaurant cars and dining cars according to the standard laid down by the Alagesan Committee has already been taken in hand and a schedule for their construction has been laid down. It is expected the cars to the new approved design will start coming out of the Railway Workshops during the current year. 5 Broad Gauge and 5 Metre Gauge cars have been programmed for being turned out this year and 30 Broad gauge and 20 Metre gauge next year. It is proposed to continue building these coaches till all requirements are met.

(*Ministry of Rlys. O.M. No. 56-B(c)—6000/Recommendation (25), dated 31-10-1956*).

67

125—126

The Committee recommend that standard menu and standard price should be fixed on all India basis for Western style meals as has been done in the case of Indian style meals. The Com-

The recommendation for standardisation of menu and prices for Western style meals has been accepted and already implemented.

mittee also recommend that strict supervision should be exercised to ensure that utensils and cooking arrangements are kept separate for the preparation and serving of vegetarian and non-vegetarian dishes.

2. The part of the recommendation desiring effective segregation of cooking and service of vegetarian and non-vegetarian dishes is in keeping with the policy of the Railway Board and has been forwarded to the Railway Administrations for their guidance.

(*Ministry of Rlys. O.M. No. 56-B(c)—6000/Recommendation (25), dated 10-1-1957*).

127 The Committee appreciate the efforts made by the Railway Ministry to provide improved amenities for passengers during the First Five Year Plan and the steps taken by them to associate the representatives of the public in the formulation of priorities in regard to passenger amenities.

The observation of the Estimates Committee has been noted

(*Ministry of Rlys. O.M. No. 56-B(c)—6000/Recommendation (25), dated 10-1-1957*).

### CHAPTER III

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

| S. No. (as in the Appendix VII of the 25th Report) | Reference to Para No. of the Report | Summary of Recommendations/Conclusions | Government's reply |
|--|-------------------------------------|--|--------------------|
| 1  | 2                                   | 3                                      | 4                  |

1    1    The Committee consider that amenities provided by the Railways to their passengers are of vital importance in the scheme of national development and education, and are of the opinion that the facilities and the treatment afforded by the Railways to the III class passengers should be taken as a rough index of the progress of the country towards the Socialist Pattern of Society. The Committee fully appreciate the stress laid by the Railway Ministry on the question of passenger amenities with special reference to

The Committee's general observations on the subject of provision of passenger amenities during the Second Plan period and on the need to continue to pay high level attention to it have been noted.

The administrative set up in the general administration branch on Indian Railways has recently been reorganised, so as to meet effectively the increasing work-load. The posts of Dy. General Manager (Planning) and Dy.

III class and hope that this subject will continue to engage the high level attention throughout the Second Five Year Plan. The Committee, therefore, welcome the creation of the post of a Deputy General Manager (Amenities) on each Railway. In order to ensure that this officer gets full-time work to do, some of the following items of work might also be entrusted to him :—

- (i) Complaints ;
- (ii) Public Relations ;
- (iii) Publicity ;
- (iv) Staff Welfare ; and
- (v) Consultative Committees.

General Manager (Amenities) have been abolished and instead posts of Dy. General Manager (General) have been created, these officers working under the Senior Dy. General Managers.

The distribution of duties between the Senior Dy. General Manager & Dy. General Manager (General) will be as under :—

*Sr. Dy. General Manager*      *Dy. G.M. (General)*

Planning, Co-ordination, Vigilance, Public Relations, Public Complaints and interpretation of statistics.      Sanctions, Parliament questions, Passenger amenities & Efficiency & Organisation and Methods.

[*Ministry of Rlys. O.M. No. 56-B(c)—6000/Recommendations (25), dated 20-3-1957*].

The Committee are of the opinion that the following items of expenditure do not legitimately belong to the head 'Passenger Amenities' and recommend that they should be transferred elsewhere and charged to other more appropriate heads of account :—

- (i) Opening of new flag stations or conversion of halts into Flag stations ;

- (i) *Opening of new flag stations or conversion of halts into flag stations*

The provision of new flag stations or conversion of halts into flag stations, as a rule is carried out at the request of the public, for their convenience.

- (ii) Provision of fire-fighting arrangements ;
- (iii) Provision of coal dumps ;
- (iv) Works provided in connection with melas ;
- (v) Conversion of N. G. lines into M. G. or B. G.

At places, where the traffic offering does not financially justify the opening of new stations, expenditure relating to such flag stations is correctly chargeable to Railway Users' Amenities. Actually, the expenditure on such works on all the Indian Government Railways during the 5 years from 1952-53 to 1956-57 (including the estimated expenditure for 1956-57) is only a relatively small amount of about Rs. 15 lakhs, or about Rs. 3 lakhs per year out of a total annual allotment of Rs. 3 crores for 'Amenities for Passengers and other Railway Users', so that in any case there has been no significant appropriation of funds for this purpose from the total allotment for Railway Users' Amenities.

(iv) *Works provided in connection with Melas.*

When such works provided for Melas are retained for more than 6 months as a permanent users' amenity, then it obviously ceases to be a work provided for the purpose of a Mela. Ordinarily, works for Melas are not likely to be required for more than 6 months and under the present rules of allocation, the cost of such works not required beyond 6 months is charged to Ordinary Revenue and *not* to Railway

Users' Amenities. In this sense, the intention behind Estimates Committee's recommendation is already fulfilled.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendations (25), dated 30-11-1956].

6 14 The Committee recommend that each Railway should compile and publish a Gazetteer, which should contain all the relevant information about each Station of the particular Railway. This information should also indicate the additional amenities proposed to be provided at each station during the Second Five Year Plan.

The recommendation that each Railway should compile and publish a Gazetteer has been accepted and Railway Administrations have been advised to take the work in hand.

As regards the Committee's recommendation to include in the Gazetteer information pertaining to the additional amenities proposed to be provided at each station in the Second Plan period it has been decided that it will be more appropriate if the information is shown in the Gazetteer as "Deemed desirable, and noted for consideration in consultation with the Passenger Amenities Committee," instead of as "proposed".

[Ministry of Rlys. O.M. No. 56-B (c)-6000/Recommendations (25), dated 21-12-1956].

12 29-30 Though the progress made in the supply of drinking water in the various Railways is generally satisfactory, continuous attention will have to be paid to the question throughout the Second Five Year Plan period to improve the existing arrangements for the supply of drinking water at all stations. Provision of tube wells and also provision of electrically cooled water at stations are some

The recommendation has been accepted except in regard to the following and instructions have been issued to the Railway Administrations for implementation of the parts of the recommendation which have been accepted:

(1) discontinuance of distribution of drinking water through manual process ; and



of the items which will need continuous attention. As far as possible, water taps in sufficient number should be provided, and there should be electric coolers at all big stations. The system of distributing water through manual processes might be discontinued gradually. In regard to the provision of electrically cooled water the Committee suggest that a nominal charge be levied for providing the same, so as to avoid the possibility of the misuse of water for washing or bathing purposes. The Committee also suggest that the source of water supply at every station should be carefully checked by the Engineering and Medical Departments with a view to ensure that the water supplied for drinking purposes is free from physical, chemical or bacteriological impurities.

(ii) levy of a nominal charge for supply of electrically cooled water.

The recommendation to discontinue distribution of drinking water manually has not been accepted, as supply of water through watermen has definite advantage in respect of distributing water at small stations where the halt of the trains is short, and also passengers in crowded trains, passengers with valuable luggage, ladies travelling alone with children, etc., will find practical difficulties in leaving their compartments for taking water from taps, even if these are located nearby.

3. The levy of a charge for supply of electrically cooled water has been considered as not desirable the appropriate remedy against wasteful use of such water for other purpose being to take suitable executive action.

[Ministry of Rlys O.M. No. 56-B(c)-6000 Recommendation (25), dated 21-12-1956].

The committee recommend that there should be a periodical review of the booking facilities available at various stations including the period laid down for opening the booking windows before the arrival of the train. The number of booking windows should be increased wherever necessary or the period of keeping the existing booking windows open should be increased depending upon the volume of traffic handled. The feasibility of correlating the volume of traffic with the number of booking windows and the duration of keeping them open, and laying down some definite criteria for the purpose should be examined by the Railway Ministry. A definite programme of introducing self-printing machines for the heavy booking stations should be chalked out and followed during the Second Five Year Plan.

(Further information called for by the Committee)

Information as to the decisions of the Commercial Committee on the points of correlating the volume of traffic with Booking Windows and the programme of introduction of self-printing ticket machines may please be furnished.

(L.S.S. O.M. No. 107-E.C.-II/56, dated 17-1-1958)

The recommendation has been accepted and forwarded to Railway administrations for implementation except the portion concerning correlating the volume of traffic with the number of booking windows and the duration of keeping them open and laying down certain definite criteria for the purpose, which has been referred to the Commercial Committee for detailed examination.

Necessary further action in regard to this portion of the recommendation will be taken on receipt of the Commercial Committee's Report.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 21-12-1956].

The Commercial Committee of the I.R.C.A. have since examined the question of correlating the volume of traffic with Booking Windows in detail and passed the following resolution :—

“Res: (1) At present there is no yardstick adopted by the Railways for opening extra-booking windows on main line, branch line, suburban sections etc. booking windows are opened wherever, justified, on the basis of actual observation of overcrowding at the existing counters. The Committee consider that

it is not possible to lay down any definite criteria for this purpose by correlating the volume of traffic with the number of booking windows but suggest that the following may serve as a guide for examining the need for opening extra booking windows :—

(i) *Main line Large Stations*—Where the sale of tickets exceeds 100 during any one hour.

(ii) *Main line Roadside stations and Branch line stations*—Where the sale of tickets exceeds 125 during any one hour.

(iii) *Suburban Stations*—Where the sale of tickets exceeds 200 during any one hour.

(2) At present working hours of booking windows at various stations are fixed with due regard to the nature and volume of traffic obtaining at the stations; and the committee consider that no definite criteria in this respect also can be laid down so as to be uniformly applicable to all stations on all railways. The Committee, however, feel that at no station, booking windows should be opened less than one hour before the arrival of the train

and, where the traffic offering is fairly continuous throughout the 24 hours booking windows should be kept open for all 24 hours. With a view to ensuring intensive supervision that booking windows are actually kept open and manned for the period they are so required, the Divisional/District Officers should continue to make surprise checks frequently of the booking windows, undertaking cross-country journeys.

- (3) There is no prescribed basis for providing separate booking windows for different classes of passengers. As a rule, at all big stations separate booking windows are provided for different classes to avoid upper class passengers having to stand in long queues with third class passengers. The Committee consider that it is not possible to evolve any rigid yardstick for assessing the need for opening separate windows for different classes of passengers and the necessity for this should continue to be determined as at present by actual observations at different stations, keeping in view the desirability of avoiding inconvenience to upper class passengers resulting from congestions at the booking counters.”

The Board have accepted the observations made in the above Resolution of the Commercial Committee and forwarded them to the Zonal Railways for their guidance.

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In regard to the programme of introduction of self printing machines the information is being obtained from the Railways and will be furnished shortly. ■

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/25th Report, dated 10-3-1958*].

Self printing machines have to be imported and therefore, the introduction of new machines involves foreign exchange.

In view of the prevailing shortage of foreign exchange and the need to minimise its expenditure, a phased programme for the introduction of Self Printing Machines has not been drawn up but the question will be taken up again when the position regarding foreign exchange improves.

[*Ministry of Rlys., O.M. No. 56 B(c)-6000/25th Report, Pt. I, dated 25-4-1958*].

The Committee recommend that top priority should be given to the question of providing basic amenities at small stations and that a definite programme should be chalked out with a view to

Accepted. Railway Administrations have been directed to chalk out an annual programme in consultation with the Regional and Zonal Railway Users' Amenities Committees. In

ensure that the provision of these basic amenities is completed during the next three years.

view of limitations of funds and materials, however, it may not be possible to complete provision of all amenities at all small stations in the next three years.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 11-5-1957].

While the Committee appreciate the efforts made by the Railway Ministry to associate the representatives of the people in the matter of provision of amenities they feel that the task allotted to the Zonal Passenger Amenities Committee is too heavy. The Committee are of the opinion that there is considerable scope for decentralisation in this respect also. The Committee recommend that there should be a Regional/Divisional Passenger Amenities Committee for each Region/Division and it is this body, which should indicate the priority to be allotted in providing passenger amenities at stations within the Region/Division. The tentative plan thus drawn up by the Regional/Divisional Passenger Amenities Committee should then be forwarded to the Headquarters and it would then be the responsibility of the Zonal Passenger Amenities Committee to arrange the priorities *inter se* between the various Regions/Divisions. The representative of the Regional/Divisional Amenities Committee should be given facilities to visit every station on the Region/Division with a view to assess the present standard of amenities and

The recommendation of the Estimates Committee in regard to setting up of a Regional/Divisional Passengers' Amenities Committee for each Region/Division is treated as accepted and already implemented, in as much as under the existing procedure of drawing up amenities programmes of Railways the Regional/Divisional Railway Users' Consultative Committee initially makes recommendations for the provision of passenger amenities, which are subsequently examined by the Zonal Railway Passengers' Amenities Committee. Thus, the present position is that the entire Regional/Divisional Railway Users' Consultative Committee acts as the Passengers' Amenities Committee also for the entire Region/Division within its jurisdiction.

2. Regarding the recommendation of the Estimates Committee that facilities be given to Members of the Regional/Divisional Amenities Committee to visit every station on the Region/Division, provision already exists for the General Manager to issue passes for specific

additional requirements and to indicate the priorities.

journeys to non-official members of the Regional/Divisional Railway Users' Consultative Committees, in case, the General Manager considers it necessary that any particular aspect of railway working at any particular place should be seen by the Member or Members concerned.

It has been considered that it is not necessary to go beyond the existing practice in this context, as Regional/Divisional Committees cover comparatively compact areas and the Members normally are fairly well acquainted with the conditions prevailing in the area within their jurisdiction.

[Ministry of Rlys. O.M. No. 56-B(c)-6000].  
*Recommendation (25), dated 10-1-1957]*

33 (a)

62

The Committee recommend that the present committee on Suburban Overcrowding should, as soon as it has completed its work, go into the question of overcrowding in passenger trains on all the Railways and suggest short-term as well as long term measures to relieve the same. The Committee regret to observe that their recommendation to associate non-official element with that Committee has not been implemented.

A study of overcrowding on passenger trains had already been made when the recommendation was received, and the question of introducing new trains and augmenting the composition of existing trains had been given detailed consideration and necessary programmes drawn up therefor within the resources available and expected to be made available. In the circumstances, it was not considered

They hope that this will be done when the new task referred to above is allotted to that Committee. If for any reason this Committee is not in a position to take this new work in the near future, the Committee suggest that this work may be entrusted to another Committee.

necessary to appoint a committee to go more or less over the same ground. Instructions have also been since issued to Railways and three senior officers of the Commercial and Operating Departments of each Railway should meet periodically and consider jointly the question of introducing new trains and strengthening existing ones, based on the latest known position both in respect of extent of prevailing overcrowding and the new stock that has become available. The matter is thus receiving the continued attention of the Railways.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 2-2-1957].

39 72 The Committee have no doubt that the implementation of the recommendations made by the Railway Corruption Enquiry Committee on the subject, would go a long way in reducing ticketless travelling on Indian Railways.

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That the Estimates Committee endorse the recommendations of the Corruption Enquiry Committee on this subject is noted. The recommendations of the Railway Corruption Enquiry Committee have already been accepted by the Railway Board, with slight modifications to suit the actual conditions of working, and the Railways have been instructed to take action accordingly.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 30-11-1956]

44 77 The Committee feel that lack of adequate facilities to plan the journeys in advance by making provision for reservation is also to a certain

The action taken on the different items of this recommendation, as outlined in para 77 of the Report, is indicated below in seriatim;



degree responsible for accentuating the condition of overcrowding and they recommend that steps should be taken by the Railway Board in this direction on the lines indicated by the Committee.

(a) The recommendation for demarcating and serially numbering sitting accommodation in third class carriages has been accepted so far as carriages set apart for reservation of seats are concerned and Railway Administrations have been advised to take necessary action. In fact this is already the practice on some railways.

(b) The recommendation that accommodation in Janata Express trains be ear-marked for advance reservations has also been accepted with the modification that substantial portion of the accommodation in keeping with the demand therefor should be so set apart, instead of 60% as has been suggested by the Estimates Committee.

The recommendation for reservation facilities to be provided from intermediate stations has also been accepted. Railway Administrations have been advised to take necessary action.

(c) The recommendation to provide reservation facilities by all Mail and Express trains to third class passengers travelling over 100 miles or more is under examination in consultation with the Commercial Committee

and necessary further action will be taken on receipt of the Commercial Committee's recommendation.

- (d) The recommendation for providing advance booking by one week has been accepted and forwarded to Railway Administrations for implementation.
- (e) The recommendations are in keeping with the objectives of the Railway Board and of the Railway Administrations and have been forwarded to the latter for their guidance.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 10-1-1957]

46 81 As the new H.A.L. carriages are more comfortable for passengers, travelling more than 100 miles, the Committee recommend that these should be more or less evenly distributed over the various Railways in the following order of priority :—

- (i) Janata Express;
- (ii) Mail and Express, and
- (iii) Other Passenger trains.

51 The Railway Board accept the recommendations of the Estimates Committee. All Janata Express trains are run with H.A.L. or Schlieren coaches. Since each of these coaches seats 76 passengers only against 96 in the conventional type of this class coach, the substitution of the latter by the former would reduce the accommodation provided on Mail, Express and other long distance passenger trains and aggravate the overcrowding. In the circumstances explained above, it would not be desirable at present to adhere strictly to the order of priority for allotment of H.A.L. coaches indicated by the Committee. The replacement of conventional type third class coaches by the H.A.L. type will, however, be suitably

phased as and when a dditional train services are provided to relieve overcrowding on the Railways.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 2-2-1957*].

53

The Indian Railway Delegation to the Soviet and other European Railways have suggested that a catering company composed of the Railways and private enterprise with the former having a controlling interest should be formed. They have also recommended that such a catering company may be tried in the first instance in a limited area. The Committee suggest this experiment should be given a trial in one or two Divisions.

89

The catering and vending arrangements on Railways have recently been reviewed in considerable detail by a High Powered Committee, who has suggested several measures for improving catering arrangements, including introduction of departmental catering on railways where it did not exist before, to set a model and a standard for service. These recommendations are under implementation. The setting up of a Catering Company as envisaged in the Recommendation has been considered; but it has been held that it would not yield the best results in the context specially of catering, where effective local supervision is a matter of prime importance. In the circumstances, this recommendation has not been accepted.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/Recommendation (25), dated 16-2-1957*]

The Committee, while appreciating the difficulties in the management and working of the co-operative societies, are inclined to agree with the recommendations of the Railway Corruption Enquiry Committee that wherever possible, co-operative societies of vendors should be given permits to vend eatables and snacks at certain stations. The Committee also suggest that employees of private contractors displaced by introduction of departmental catering may be encouraged to run the vending contracts on co-operative basis. Local public men and representatives of the passenger Associations may also be associated with these Co-operative societies. The work of catering may also be given at selected places, to women's organisations and other social service organisations.

The recommendation of the Estimates Committee for allotment of catering contracts at selected places to Women's Organisations has been accepted and forwarded to the Railway Administrations for implementation.

2. The recommendation for preferential treatment to Vendors' Co-operative Societies for allotment of catering and vending contracts has, however, not been accepted as experience of the working of Vendors' Co-operative Societies has shown that these Societies are not properly organized and are not in a position to exercise effective control over the individual vendors.

There is, however, no bar to Vendors' Co-operative Societies applying for catering and vending contracts and when they do so their case is considered on merits alongwith other applicants.

[*Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 10-1-1957*]

The Committee understand that the Railway Board has recently instructed the Railways to fix the licence fees on the basis of the turnover and that the matter is under examination in each of the Railways. The Committee suggest

The Recommendation has been accepted in principle and a conference of elected representatives of the Zonal Railway Users' Consultative Committees is proposed to be convened for the purpose of evolving uniform principles

that it would be more useful if each Zonal Consultative Committee appointed a Sub-Committee to study the whole problem to determine as to what should be the policy to be adopted in this regard. At a later stage, there should be a joint conference of the Sub-Committees of different Railways to evolve certain uniform principles for all India purposes and with their advice in hand, the Railway Board should frame the policy for the guidance of the individual Railway Administrations.

(Further information called for by the Committee)

Please state the uniform principles for fixing the licence fees of catering and vending establishments evolved as a result of the conference of elected representatives of the Zonal Railways Users' Consultative Committees.

(L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958)

for fixing the licence fees of catering and vending establishments on all the Railways.

[Ministry of Rlys. O.M. No. 56-B(c)-6000/  
Recommendation (25), dated 10-1-1957]

As a result of the discussion at the conference held between the Railway Board and the representatives of the Zonal Railways Users' Consultative Committees of Railways on 24-7-57, the following principles were evolved :—

(i) a reasonable licence fee for each catering and vending establishment should be fixed by the local Railway Administrations taking all relevant factors into account e.g. the estimated sales and profits, the size and importance of the stations etc.;

(ii) for the building, furniture and other allied equipment provided by the Railway for any contract catering establishment, a rent (in addition to licence fee) should be charged

which should be equitable and not more than 9% per annum of the capital cost of the building and equipment provided.

The rent fixed should have an approximation to that for similar type of premises in the local area;

(iii) water and electric charges should be re-covered from the contractors on the basis of actual consumption and should be in addition to the licence fee and rent wherever due.

Instructions to this effect have been issued to the Railway Administrations.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/25th Report/Pt.-I dated 17-4-1958*].

(Further information called for by the Committee)

Please state if the principles evolved do not leave such discretion to the station staff for favouritism or persecution.

(*L.S.S. O.M. No. 107-EC-II/56, dated 18-6-1958*)

In forwarding to the Railways the principles for fixation of licence fee, rent and other charges levied for catering and vending contracts, they have been instructed that the licence fees should be fixed by an Officer not below the rank of Senior Scale. In the circumstances, there is no room for the station staff to indulge in favouritism or persecution in this respect.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/25th Report Pt. I., dated 4-8-1958*].

CHAPTER IV  
REPLIES OF GOVERNMENT THAT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

| S. No. (as in the Appendix VII to the 25th Report) | Reference to para No. of the Report | Summary of Recommendations/Conclusions  | Government's reply  | Comments of the Committee   |
|--|-------------------------------------|---|---|---|
| 1  | 2                                   | 3   | 4   | 5   |
| 7  | 18—20                               | <p>The Committee feel that it is rather unfortunate that four Railways (Western, Northern, North-Eastern and Southern) have not yet been able to furnish a complete survey of amenities that were necessary in the stations in those Railways. The Committee consider that the survey should be completed very quickly, if the work is to progress satisfactorily on the planned basis. The figures furnished by other three Railways indicate that considerable ground</p> | <p>The survey of requirements of amenities has been completed on all Railways and the information furnished to the Estimates Committee.</p> <p>Instructions had already been issued to Railway Administrations to arrange joint tours of all Railways by Dy. General Manager (Amenities), so that the Railways may pool their experience and designs in the matters of provision of additional passenger amenities.</p> | <p>The Ministry have been asked to state if the Dy. G. Ms. in-charge of Amenities had undertaken joint tours and prepared any Report or Scheme on the basis of experience gained in the course of the tours. If so, a few copies thereof might be supplied alongwith their comments.</p> <p>The reply is still awaited.</p> |

is yet to be covered in regard to the provision of passenger amenities at stations. The figures may be furnished for other Railways as soon as possible. The Committee also recommend that a Committee of one official and one non-official Member of the Zonal Passenger Amenities Committee may be appointed on each Railway to make a comprehensive survey indicating requirements, suggesting standardisation of equipment and maximum utilisation of indigenous material.

In the circumstances, the purpose of the recommendation having already been fulfilled, it has been considered unnecessary to appoint a Committee as has been recommended.

[*Ministry of Railways O.M. No. 56-B(C)-6000/Recommendation (25), dated 21-12-1956.*]

13

32-33

The Committee suggest that closer checks should be exercised to keep the expenditure to the minimum on such items as construction of latrines, urinals etc., so that the facilities may be provided at a greater number of stations within the allotted amount. So far as the roadside stations are concerned, the Committee recommend that cheaper types of latrines may be evolved in

The Railway Administrations have been instructed to implement this recommendation.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendation(25) dated 30-11-1956.*]

The Ministry have been asked to intimate the result of the instructions, if since implemented by the Zonal Railways, with special reference to the evolving of cheaper types of latrines. Their reply is awaited.



consultation with the All India Institute of Hygiene and Public Health. Ultimately the flush system should be provided everywhere. The Committee also recommend that urinals and latrines should be regularly and frequently inspected and cleaned.

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The Committee are of the opinion that co-operation of local people should be sought to obtain voluntary labour in providing benches of wood, mud or bricks round the trunk of trees at the station platforms, in which case the problem could be solved practically without any cost or at nominal cost. The station staff should be encouraged to beautify the premises by developing strip gardens at the approaches to the stations and at the ends of platforms.

Suitable instructions have been issued to the Railway Administrations.  
[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendation (25), dated 31-10-1956*].

The Ministry have been requested to state the concrete outcome of the instructions issued to the Railway Administrations. The reply is still awaited.

The Committee recommend that classification of stations for purposes of passenger amenities similar to the one proposed by the North-Eastern Railway should be arranged in all Indian Railways and that in the programme of expenditure to be chalked out, preference should be given to Class A downwards after completing the basic amenities at all the stations.

The emphasis already is on the provision of basic amenities at all stations on a first priority basis. The general principle behind this part of the recommendation is thus already accepted and is being implemented. It is not, however, practicable to lay down that no additional facilities, whatsoever, at important stations should be provided until basic amenities at all stations have been made available, as in drawing up the annual programmes the views of the Passenger Amenities Committees, for one thing, cannot be ignored and for another when large stations are being remodelled on operational considerations passenger amenity works will also have to be undertaken at the same time.

Regarding classification of stations, the position is that railway administrations have already been advised to classify the stations into three broad categories, *viz.* (i) Big;

(ii) Medium; and (iii) Small on the basis of traffic dealt with. The classification, however, is for the purposes of determining generally the scale of amenities to be provided at different types of stations and not for laying down priorities in the provision of amenities as visualised by the Estimates Committee.

The part of the recommendation of the Estimates Committee requiring preference in the allocation of expenditure on amenities to be given to stations Class 'A' downwards (after the basic amenities at all stations have been provided), is, in the circumstances, not accepted.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendation (25), dated 28-5-1957*].

21 44 The Committee hope that the policy of electrifying stations

Electrification of stations is carried out on a programmed

Please see para 2 of Chapter I.

in towns where electricity is available, will be pursued vigorously and recommend that if there are still any stations without electricity though the same is available in the town, provision should be made in the current year to electrify them.

basis, the priorities being assigned in consultation with Users' Consultative Committee. The policy will be pursued vigorously with the resources of money and material available but all such stations cannot be electrified within one year.

[Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendation (25) dated 31-10-1956].

(Further information called for by the Committee).

The following information may please be furnished:

(a) Number of stations without electricity, though the same is available.

645.

(b) The number of years during which all such stations will be electrified.

Every effort will be made to electrify all the above stations during the Second Five Year Plan subject to the availability of funds and materials and

(L.S.S. O.M. No. 107-EC-II/56, dated, 17-1-1958).

approval by the Users' Consultative Committee.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/25th Report/Pt. I, dated, 10-5-1958*].

24

47-48

The Committee suggest that the arrangement of having separate telephonic and verbal enquiry counters as in the Western Railway should be extended to all other Railways. The Committee also recommend that suitable steps should be taken to keep the enquiry offices posted up-to-date with a view to disseminate correct information to the public.

Please see para 3 of Chapter I.

The Committee's recommendation regarding separate telephonic and verbal enquiry counters has been accepted and forwarded to Railway Administrations for implementation at suitable stations. Enquiry offices are already required to be posted up-to-date with correct information and the remarks thereon by the Estimates Committee have been passed on to the Railway Administrations for their information.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendation (25), dated 21-12-1956*].

(Further information called for by the Committee).

How many separate telephonic and verbal Enquiry Counters have been established by now? The information may be supplied Railwaywise.

(L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958).

The required information is given below:—

| Railway                       | No. of separate telephonic Enquiry Counters provided | No. of separate verbal Enquiry Counters provided |
|-------------------------------|--|--|
| Eastern . . . . .             | 1  | 4  |
| North-Eastern . . . . .       | 1  | 1  |
| North-East Frontier . . . . . | ..   | ..   |
| Central . . . . .             | 5  | 5  |
| Western . . . . .             | 1  | 2  |
| Southern . . . . .            | 1  | 1  |
| South-Eastern . . . . .       | 2  | 4  |
| Northern . . . . .            | 1  | 2  |
| <b>TOTAL . . . . .</b>        | <b>12</b>  | <b>19</b>  |

[Ministry of Rlys. O.M. No. 56-B (C) 6000/25th Report /Pt. I, dated 27-5-1958].

28 The Committee suggest that the Passenger Guides should be provided with a 'Passenger Guide' be kept in

54 The Committee suggest that a table and a chair bearing the legend 'Passenger Guide' be kept in

Please see para 4 of Chapter I.

table and a chair, which should be kept at a convenient place in the Passenger Hall and a suitable legend "Passenger Guide" indicated prominently on the table. The employees selected for this post should have special aptitude for this type of work and they should be recruited from amongst people with training in social services.

the Passenger Halls for Passenger Guides has not been accepted, as the work of Passenger Guides involves constant moving about from place to place and it would be misleading and cause misunderstandings if any particular place is indicated as prescribed for them.

The recommendation that the employees selected for the posts of Passenger Guides should have a special aptitude for that type of work has been accepted and Railways have instructions to specially bear in mind, at the time of recruitment of such staff, their suitability for the type of work involved.

As regards the recommendation that Passenger Guides be recruited from amongst people having training in social service, the recruitment of

such staff from Social Service Organisations had been tried in the past but did not prove a success. Therefore, this part of the recommendation has also not been accepted.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendation (25), dated 21-3-1957*].

36

67-68

The Committee also recommend that the Railways should take effective and energetic steps to enforce their instructions regarding beggar nuisance as also about the hawkers by taking the matter up seriously with the defaulting staff and should see that the nuisance of beggars and unauthorised hawkers is eliminated in trains and at stations by enlisting the active co-operation of Railway Police, the State Government concerned as also of the travelling public. The Committee suggest that the Railway Ministry might urge the State Governments to establish "Beggar Homes" at big towns, where beggars

Please see para 5 of Chapter I.

The recommendation has been accepted and necessary action in the matter has been taken. The subject will also continue to receive attention.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/Recommendation (25), dated 30-11-1956*].



arrested at stations and in the trains might be sent for giving them useful employment.

(Further information called for by the Committee.)  
Please state if the nuisance of beggars and unauthorised hawkers has been reduced to any appreciable extent.

(L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958).

As a result of the sustained drive being maintained, large number of unauthorised hawkers and beggars are being apprehended and removed. The figures for beggars for the last three quarters are as under :—

| Q.E.      | Q.E.     | Q.E.      |
|-----------|----------|-----------|
| March '57 | June '57 | Sept. '57 |
| 2,61,800  | 2,53,851 | 2,63,161  |

While the above figures indicate the increasing effectiveness of the action taken by Railways, it cannot be said that the nuisance, as such, has reduced. Such reduction can be expected only with a general improvement in beggar position, a problem that is being tackled by the

various States, and over which Railways, as such, have no control.

[*Ministry of Rlys. O.M. No. 56-B (C)/6000/25th Report, dated 3-3-1958.*]

Information regarding ticketless and unlicensed hawkers may also please be furnished.]

(*L.S.S.O.M. No. 107-EC-II/56, dated 18.6.58.*)

The number of unauthorised hawkers apprehended during the three quarters are as under:—

| Quarter ending | Quarter ending | Quarter ending |
|----------------|----------------|----------------|
| March '57      | June '57       | Sept. '57      |
| 6,429          | 5,966          | 7,303          |

Railways have been asked to tighten their measures to combat the nuisance.

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/25th Report/ Pt.-I, dated 25-8-1958.*]

53 90 The British Railways provide camping coaches at specially selected places for the convenience of holiday-travellers etc. The Committee recommend that these facilities should be provided on the Indian Railways also. An experiment may be tried at a few selected stations.

Please see para 6 of Chapter I

The recommendation has been accepted. The details regarding implementation are being examined in consultation with the Commercial Committee.]

[*Ministry of Rlys. O.M. No. 56-B (C)-6000/ Recommendation (25) dated 21.12. 1956.*]

(Further information called for by the Committee).

It is requested that the revised comments of the Ministry as a result of examination of the facilities of camping coaches in consultation with the Commercial Committee may be furnished.

The recommendation for providing camping coaches on Railways has been accepted in principle and action is being taken to provide these coaches at selected stations on the Railways early.

(L.S.S. O.M. No. 107-EC-II/56, dated 17-1-1958)

[Ministry of Rlys. O.M. No. 56-B (C) 6000/25th Reports, dated 25-2-1958]

How many camping coaches are now established on different Railways and where?

So far 3 Camping Coaches have been provided as under :—  
Railway Station at which provided

(L.S.S. O.M. No. 107/EC-II/56, dated 18-6-1958.)

Central Lonavla (B.G.)  
South-Eastern Puri (B.G.)  
North East Fro-tier  
Old Malda (M.G.)

The provision of Camping Coaches on other Railways has not yet materialised for want

of condemned coaches suitable for the purpose.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/25th Report/Pr-I, dated 25-8-1958*].

Please see para 7 of Chapter I.

The Committee understand that orders have been issued for limiting the holdings of contractors to 12 units with effect from 1-4-1956. The Committee feel that 12 is a high figure and recommend that, to begin with, the upper limit of holdings should be reduced to 6. This should be progressively reduced to 2 only in about five years' time. This reduction in holdings is necessary so that a contractor can give his personal attention to all his establishments.

The recommendation is accepted in principle, the endeavour of the Ministry of Railways being to gradually reduce the holdings of catering contractors.

At the same time, the absolute figures of 6 and 2 indicated by the Estimates Committee in their recommendation has been considered as not acceptable as

(a) it is only recently that a drastic reduction has been made in the holdings of contractors; and

(b) the ultimate limit of two catering contracts may not prove workable in many cases.

[*Ministry of Rlys. O.M. No. 56-B(C)-6000/ Recommendation (25), dated 10-1-1957*].

The Committee note that the stress laid by the different Railways in the provision of amenities at the stations or in the trains varies from Railway to Railway. The provision of basic amenities at all the stations, as laid down in the Railway Board's directive issued in August, 1952 has not yet been completed. The progress in this respect has also varied from Railway to Railway.

The Committee, therefore, feel that there should be a well-integrated plan for the provision of passenger amenities on all Indian Railways for the Second Five Year Plan, on the following lines:

- (i) Each Railway should group all the stations under four categories A, B, C and D for the purpose of providing passenger amenities.

The Railway Administrations have already completed the survey of the passenger amenities available at stations and have drawn up priority lists of basic amenities to be provided on a programmed basis.

- (i) The Railway Administrations had already been instructed to classify their stations into three categories *viz.*, big, medium and small, on the basis of traffic dealt with.

The principle of classification

The Committee are of the opinion that proper rationalisation of Passenger Amenities on various railways is essential. They, therefore, suggest implementation of this recommendation in its entirety.

of stations for purposes of provision of amenities has thus been already accepted and implemented.

The emphasis already is on the provision of the basic amenities on a first priority basis and the Railway Administrations are also seized of the urgency of providing these at as fast a pace as may be feasible.

The principle behind the recommendation is thus already accepted and it is being implemented.

It is not, however, feasible to lay down an absolute time target for the completion of this work on account of difficulties which are being experienced in obtaining the required material in time and shortfall in technical equipment and the limited availability of funds.

Nor is it practicable to lay down as an absolute rule that no additional facilities at important

(ii) The scheme to be drawn up should be such as to complete the provision of basic amenities as laid down by the Railway Board's directive issued in August, 1952, at all the stations within a period of 3 years.

The provision of additional amenities at more important stations should be catered for only after full provision has been made for the basic amenities.

stations should be provided until basic facilities at all stations have been made available, as in drawing up the annual programme the views of the Passenger Amenities Committees, for one thing, cannot be ignored and for another where large stations are being remodelled on operational considerations, passenger amenity works will also have to be undertaken at the same time. These parts of the recommendation have, therefore, not been accepted.

(iii) The order of priorities to be given for the provision of extra amenities at the stations on Region/Division should be indicated by a Regional/Divisional Amenities Committee to be appointed for this purpose.

The procedure recommended does not materially differ from that in force. At present, the entire Regional/Divisional Committee virtually functions as the Regional/Divisional Amenities Committee as well.

In view of the fact that the Regional/Divisional Con-

sultative Committee is already a compact body, it is not considered necessary to set up a separate sub-committee of the Regional/Divisional Committee to function as Regional/Divisional Amenities Committee.

(iv) The proposals of the Regional/Divisional Amenities Committees should be scrutinised by the Zonal Passenger Amenities Committee, who should draw up the final scheme for the entire zone.

(iv) The present practice in this regard is also what has been visualised as the proposals made by the entire Regional/Divisional Consultative Committees are scrutinised by the Zonal Passenger Amenities Committee who recommend the plan for the entire zone.

This portion of the recommendation is thus treated as accepted.

The scheme should indicate the works to be provided and the expenditure to be incurred for each year as also for the entire Five Year Plan period.

The recommendation to formulate a scheme of amenities for the entire 5 year plan period has accordingly not been accepted: but lists are maintained of amenities which are considered desirable at each station and these lists are consulted while preparing the plan for each year.



(v) The schemes of the individual Railways should then be integrated at the Railway Board's level.

The provision of amenities is essentially a matter of local character as the requirements differ from station to station. It is for this reason that the work is initiated by the Regional/Divisional Consultative Committees who play a considerable part in framing the final shape of the Railway's Plan. Integration at the Railway's level is secured by the Zonal Amenities Committee. Beyond that and beyond the overall financial sanctions given each year to each railway for passenger amenity works, integration of the various plans of the Railways at the Railway Board's level is not considered likely to serve any practical purpose but may delay the works.

(vi) The Railway Board should then publish an integrated scheme of Passenger Amenities during the Second Five Year

On another recommendation made by the Estimates Committee (Recommendation No. 6 of 25th Report) it has been de-

Plan and this scheme may be incorporated in the pamphlet "Towards better conditions of travel" at the time of submission of the next Budget; and

decided that the Railway Administrations should prepare a gazetteer for each Railway giving, *inter alia*, information in regard to the amenities which exist and those others which are deemed desirable, having regard to the availability of funds.

Remarks against item (iv) above may also be seen.

(vii) It should be made one of the responsibilities of the Deputy General Manager (Amenities) to watch the physical progress of the various items of amenities undertaken and see that they are progressing satisfactorily. The Divisions/Districts should submit periodical reports of the progress made to enable him to keep a close watch.

The recommendation has been accepted.

In this context, however, it is stated that the posts of the Dy. General Managers (Amenities) have since been abolished and their duties integrated with those of the Dy. General Managers (General). Divisions/Districts should submit periodical reports of the progress made to enable him to keep a close watch.

[Ministry of Rlys. O.M. No. 56-B (C, 6000; Recommendation (25), dated 28-5-1957].

BALWANTRAY G. MEHTA,  
Chairman,  
Estimates Committee.

APPENDIX I  
GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(Railway Board)

No. 56/645/65/M(C) *New Delhi, dated the 27-12-1957.*

To  
THE GENERAL MANAGERS,  
ALL INDIAN RAILWAYS.

SUB :—*Appointment of a Committee to consider the question of providing amenities to passengers.*

Ref:—Board's letter No. E56CO 1/77/3 dated 6-8-56 and No. E56CO 1/77/RBI dated 22-9-56.

The major recommendations made by the Committee in its Report and accepted by the Board are detailed in Appendix 'A'\* attached herewith. The Board desire that the orders given by them against the individual recommendations should be implemented as early as possible.

Sd/- R. S. KRISHNAN,  
*Joint Director, Mechanical Engg. (R),  
Railway Board.*

D. A. As above.

No. 56/645/65/M-(C) *New Delhi, dated the 27-12-1957.*

Copy with a copy of the Annexure\* 'A' forwarded to Research Design & Standardisation Organisation (C&W), New Delhi for information and necessary action.

Sd/- R. S. KRISHNAN,  
*Joint Director, Mechanical Engg. (R),  
Railway Board.*

D. A. As above.

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\*Note : Appendix 'A' is reproduced as Annexure 'A' to this Appendix.

## ANNEXURE A

## Committee's recommendations

## Board's Orders

I. *Lavatory Dimension*

The present H.A.L. coaches have a floor area of the lavatories less than 16 sq. ft. The builders should be asked to adopt the new standards of amenities *i.e.* 16 sq. ft. in their Integral coaches.

## 2. Coaches can be broadly grouped depending on floor area as follows :—

(a) Coaches with lavatories less than 10 sq. ft.

(b) Coaches with lavatories from 10 to 14 sq. ft.

(c) Coaches with lavatories more than 14 sq. ft.

(a) should be confined to unimportant branch lines and suburban services. Such of the coaches as have enough residual life should be programmed for modifications during P.O.H. if it is necessary to use these coaches on the main and important branch lines.

(b) should be used on important branch lines ; and

(c) should be used on main and trunk line routes.

## 1. Accepted

## 2.

(a) Coaches with lavatories less than 10 sq. ft. in area should be used on suburban and unimportant branch services to the maximum extent possible. Any surplus of such coaches may be used on important branch lines. In the case of coaches earmarked for suburban and unimportant branch lines more elbow room may be provided omitting wash basins and lotah filler cock raised to facilitate washing. When such coaches have to be used on more important services, these should be provided with full amenities at re-builds only. Coaches which are so old that they are not to be re-build out have to be put on service other than suburban or unimportant branch lines may be provided with extra enclosure to house the wash basin and mirror, leaving the pan and lotah filler cock only in existing bath room. Enlarging the bath room is not recommended since it will involve breaking the floor which is not broken normally except at the time of re-building.

(b) Accepted.

(c) Accepted.

### 3. Lavatory Flooring and Appearance

Flooring should be of oxycholoride of a light green shade with white marble chips and polished to a degree which will not make them slippery. This may be carried out on all coaches during P.O.H. at which time non-standards stock having sufficient residual life may also be provided with sub-floors as a measure of safety.

4. New builds may be provided with oxycholoride flooring of a light green shade and white marble chips. In the case of old coaches the flooring to new standard may be provided only at the time of rebuilding or when the flooring has to be broken up for major repairs. Existing flooring should not be broken up merely to adopt the new standard.

### 4. Panels and Appearance

(a) Panels should be erected to avoid formation of deep cornices and pockets.

4.

(b) Metal sheets with hard washable paints should be used for panelling.

(i) Match board panelling, deep cornices and pockets should be avoided. Single sheet plywood with Aluminium facing or steel sheet stove enamelled white or pale bluish green should be used for all four walls from Dado to ceiling. Sharp corners should be avoided by providing special corner pieces with generous radius. The ceiling should be white.

(c) Colour scheme suggested :—

(i) Floor to waist rail—  
Pale bluish green  
(Eau-de-nil)

(ii) Waist rail to ceiling  
Window side. Do.  
Other three sides White

(iii) Ceiling White

(d) To provide the hard washable finish, Railways should provide for stove enamelling facilities.

Till such time as stove enamelling facilities are developed in Railway Workshops, hard drying, washable paints such as with Apox base or something similiar should be used.

(e) Black paint on fittings should be avoided and all fittings other than of stainless steel should be stove enamelled to shade pale bluish green (eau-de-nil) or painted aluminium.

(ii) Where the walls and ceiling are white or of aluminium colour, the fittings other than stainless steel may be stove enamelled to match.

### 5. Window Openings and Ventilation

(1) The Minimum area of 3 sq. (1) Accepted.

## Committee's recommendations

## Board's Orders

ft. for glazed portion should be laid down for all coaches and the opaque glass should be kept clean.

- |   |  |
|---|--|
| <p>(2) HAL coaches which have a glazed opening of only <math>1\frac{1}{4}</math> sq. ft. should be altered to improve the ingress of light. The firm in consultation with RDSO should put up proposals for modification during POH by individual Railways.</p> <p>(3) All old coaches with even smaller glazed openings (than HAL coaches) should be altered during POH to fall in line.</p> <p>(4) Along with alteration to area of opening Railways should introduce Banjo-cum-lift shutter.</p> <p>(5) Ceilings of lavatories should be provided with roof extractor type ventilators.</p> | <p>(2) Accepted.</p> <p>(3) During POH openings should be provided to a minimum of <math>1\frac{1}{4}</math> sq. ft., bigger opening being provided subject to heavy structural alterations not being required.</p> <p>(4) Accepted.</p> <p>(5) Roof extractor ventilators or side ventilators on the outer wall below cant rail should be provided on all coaches for extraction of foul air.</p> |
|---|--|
6. *Water Supply*
- |   |  |
|---|--|
| <p>(1) The incidence of maximum draw off for water being from 4 to 8 hours and 16 to 18 hours, time-table scheduling should provide for filling of roof tanks at the incidence of greatest requirements.</p> <p>(2) All new timber built coaches should provide tankage adequate to ensure 70 gallons per lavatory, the tanks being made of Treated Aluminium.</p> <p>(3) For integral coaches being built by ICF and HAL as well as Shell coaches, the possibility of increasing tankage should be investigated by RDSO in consultation with the builders.</p> | <p>(1) Accepted.</p> <p>(2), (3) &amp; (4) The tankage capacity may be related to seating capacity of the compartment or coach and laid down as <math>3\frac{1}{2}</math> gallons per seat. Where existing tankage provides <math>2\frac{1}{2}</math> gallons or more per seat, increase in tankage involving heavy structural alterations should not be undertaken.</p> |
|---|--|

## Committee's recommendations

## Board's Orders

(4) For old coaches each individual Railway should investigate and increase the tankage.

(5) When refilling at mid day in summer months, the first few gallons of supply from the station high service tanks should be drained off to prevent filling roof tanks with heated water. Shading of pipe lines and high service tanks stations may be considered as a long term measure.

(5) Draining of a few gallons of water from pipe-line would only clear the heated water from the pipe line and not from High Service Tank. The order to drain is also difficult to implement.

All exposed pipe lines should be lagged with coconut rope to prevent heating of the water.

### 7. Lavatory Fittings

(1) In addition to the water closet, only washing arrangements should be provided and not bathing arrangements.

(2) Ingress of cinders and sediment in pipe line should be prevented by use of suitable strainers.

3) Separate drain pipe and cock be provided with flush tank bottom to facilitate periodical washing and cleaning of tanks.

(1) Accepted.

(2) Railways should ensure that all roof tanks inlets are provided with strainers. The RDSO should investigate possibility of permanently closing the roof tank lid and providing it with a bent breather pipe only. Arrangements to fill should be from ground level by bringing a filling pipe from tank to side of coach. This matter is of great urgency in view of electrification of the Railways.

(3) Accepted.

## Committee's recommendations

## Board's Orders

- |   |   |
|---|---|
| <p>(4) The wash basin tap should be modernized to permit use of both hands for washing. The outlet nozzle should be directed suitably and splash prevented. Foot operated cock or one similar to the cock used in I.C.F. coach should be developed. The lotah filler gravity cock now in extensive use should be gradually replaced but should be maintained in good condition so long as they are in service.</p> <p>(5) The pan flushing cock of the lever operated type to the improved design of C.S.O. should be given wide trial with a view to standardisation.</p> <p>(6) Large scale experiment should be carried out with a view to flushing the pan simultaneously with filling the lotah.</p> <p>(7) Where extra washing arrangement is to be provided for sleeping coaches, the pipe for this extra arrangement should stand 8" proud of the bottom of the tank to ensure adequate reserve for lavatory purposes.</p> <p>(8) The extra wash up arrangement should be located in a cubicle.</p> | <p>(4), (5) &amp; (6) Modernisation of cocks for wash basin, lotah filling and pan flushing should be proceeded with.</p> <p>(7) Outlet pipe for all Wash-basin should stand proud of the bottom of the tank by 8" to ensure a minimum reserve of water for the flushing pans and lotah filler.</p> <p>(8) In the case of sleepers where extra wash up arrangement is being provided, RDSO should look into the question of enclosing it in a cubicle without affecting capacity.</p> |
|---|---|

8. *Lavatory Pans*

- |   |                      |
|---|----------------------|
| <p>(1) The stainless steel pan which is the present standard is a distinct improvement and RDSO should process further improvement to provide optimum flushing arrangement.</p> | <p>(1) Accepted.</p> |
|---|----------------------|



## Committee's recommendations

## Board's Orders

- |   |   |
|---|---|
| (2) The Bent chute is less sanitary and the straight chute may be re-introduced.  | (2) Accepted.   |
| <br>  |   |
| <b>9. <i>Mirror and Shelf</i></b>   |   |
| (1) The mirror should be standardised at 16" × 10".   | (1) Accepted.   |
| <br>  |   |
| <b>10. <i>Additional Fittings</i></b>   |   |
| (1) "Shud Mitti" should be provided in suitable containers.   | (1) Provision of "Shud Mitti" and container for same are not recommended. The users of the "Mitti" will bring fresh mitti from outside and not take from what is provided and the container will only add to increase of dirt and insanitary condition. |
| (2) Experiment may be made of providing corner urinals and dual purpose commodes.   | (2) Corner urinals are not recommended. Automatic flushing will increase demand of water and without automatic flushing they will promote insanitary conditions.  |
|   | Dual purpose commodes may be tried out in two out of the four lavatories of each air-conditioned chair car.   |
| <br>  |   |
| <b>11. <i>Doors, Windows and Security fittings</i></b>  |   |
| (1) Non-standard coaches with opening handles on outside only should have them replaced by standard design which permits operations from both outside and inside. | (1) Accepted.   |
| (2) The throw-over door latch for purpose of security should be improved.   | (2) Accepted.   |
| (3) Throw over safety stop should be provided on all windows.   | (3) Accepted.   |

| Committee's recommendations  | Board's Orders  |
|--|---|
| (4) All new buildings should have window catches.  | (4) Accepted.   |
| 12. <i>Doors and Windows details</i>   |   |
| The present standard of 1 door per coach per 20 passengers is adequate for long distance Mail and Express trains. For passenger trains having frequent halts, the yard-stick may be revised to 1 door for 16 passengers. | The present standard of one door per 20 passengers may be retained, but possibility of widening the door opening to permit quick ingress and exit of passengers and luggage may be investigated.  |
| 13. <i>Shutters</i>  |   |
| (1) One piece glass pane should replace all multiple pane shutters.  | (1) Accepted.   |
| (2) Tinted glass of toughened quality should replace present plain glass sheets as soon as indigenous manufacture for same is set up.  | (2) Accepted.   |
| (3) There can be no absolute seal from dust in III classes where due to overcrowding and in the hot weather, most windows are kept open.   | (3) Accepted.   |
| 14. <i>Lighting and fanage</i>   |   |
| (1) Properly located reading lights to provide 3 foot-candles may be fitted to sleeping cars as a trial measure.   | (1) R. D. S. O. may process experiment with reading lights in sleeping cars, reducing the lights for general illumination if necessary.   |
| (2) Location of lights in lavatories should be so arranged as to give effective illumination for shaving and washing.  | (2) R. D. S. O. should provide Drgs. for location of light in lavatories for standard coaches and the importance of proper location of lights should be brought to the notice of Railways as far as non-standard coaches are concerned. |
| (3) Rotomatic or oscillating type fans should be provided for a more even circulation of air.  | (3) Provision of rotomatic or oscillating fan not approved. It will only lead to maintenance difficulties ; the possibilities of using fans of bigger sweep may be investigated.  |

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**Committee's recommendations****Board's Orders**

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15. *General Recommendations*

- |   |               |
|---|---------------|
| (1) Railway staff travelling on duty should not be permitted to bring their professional tools and appliances in the general service compartments. They should be kept in the brake-van.        | (1) Accepted. |
| (2) While the scale of 1 lavatory for 20 passengers is generally acceptable, the scale may be liberalised to 1 lavatory for 13 to 14 passengers as in the HAL coaches for long distance trains. | (2) Accepted. |
| (3) The use of deodorizers in lavatories is recommended.  | (3) Accepted. |
| (4) The system of recoupment of spares for T.X.R. depots specially for amenity fittings should be improved.   | (4) Accepted. |
-

## APPENDIX II

*Analysis of the action taken by Government on the recommendations contained in the 25th Report of the Estimates Committee (First Lok Sabha)*

|    |   |       |
|----|---|-------|
| 1. | Total number of recommendations made . . . . .  | 69    |
| 2. | Recommendations accepted fully by Government  |       |
|    | No. . . . .   | 44·5  |
|    | Percentage to total . . . . .   | 64·5% |
| 3. | Recommendations accepted by the Government partly or with some modifications  |       |
|    | No. . . . .   | 12    |
|    | Percentage to total . . . . .   | 17·4% |
| 4. | Recommendations not accepted by Government but replies in respect of which have been accepted by the Committee.                                   |       |
|    | No. . . . .   | 1·5   |
|    | Percentage to total . . . . .   | 2·2%  |
| 5. | Recommendations not accepted by Government and being pursued by the Committee (including those which are still under consideration by Government) |       |
|    | No. . . . .   | 11    |
|    | Percentage to total . . . . .   | 15·9% |

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| Agency No. | Name and Address of the Agent  | Agency No. | Name and Address of the Agent   |
|------------|--|------------|---|
| 41.        | Modern Book House, 286, Jawahar Ganj, Jabalpur.                        | 47.        | Laxmi Narain Agarwal, Hospital Road, Agra.                                  |
| 42.        | M.C. Sarkar & Sons (P) Ltd., 14, Bankim Chatterji Street, Calcutta-12. | 48.        | Law Book Co., Sardar Patel Marg. Allahabad.                                 |
| 43.        | People's Book House, B-2-829/1, Nizam Shahi Road, Hyderabad Dn.        | 49.        | D. B. Taraporevala & Sons Co. Private Ltd., 210 Dr. Naoroji Road, Bombay-1. |
| 44.        | W. Newman & Co. Ltd., 3, Old Court House Street, Calcutta.             | 50.        | Chanderkant Chiman Lal Vora. Gandhi Road, Ahmedabad.                        |
| 45.        | Thackar Spink & Co. (1938) Private Ltd., 3 Esplanade East, Calcutta-1. | 51.        | S. Krishnaswamy & Co., P. O. Teppakulam, Tiruchirapalli-1.                  |
| 46.        | Hindustan Dairy Publishers, Market Street, Secunderabad.               | 52.        | Hyderabad Book Depot, Abid Road (Gun Foundry), Hyderabad.                   |

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