

RAILWAY CONVENTION COMMITTEE, 1973

FIFTH REPORT

(Action taken by Government on the recommendations
contained in the Fourth Report of the Railway Con-
vention Committee, 1971 on Commercial and
Allied Matters, Part-II)



LOK SABHA SECRETARIAT
NEW DELHI

December, 1974/Agrahayana, 1896 (Saka)

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5TH REPORT OF THE RAILWAY CONVENTION COMMITTEE, 1973
(Presented on 20.12.1974)

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LIST OF MEMBERS OF THE RAILWAY CONVENTION
COMMITTEE, 1973

Sri B. S. Murthy—*Chairman*

2. Shri Jagadish Bhattacharya
3. Shri Chandrika Prasad
4. Shri C. Subramaniam*
5. Shri S. A. Kader
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10. Shri L. N. Mishra
11. Shri Damodar Pandey
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13. Shri S. B. Patil
14. Shri Virbhadra Singh
15. Shri Lal K. Advani**
16. Dr. K. Nagappa Alva
17. Shri N. C. Buragohain**
18. Shri Yogendra Makwana
19. Shri Kota Punnaiah
20. Shri Nageshwar Prasad Shahi
21. Shri Gunanand Thakur**

SECRETARIAT

Shri Avtar Singh Rikhy—*Additional Secretary.*

Shri Jainti Prasad Goel—*Senior Financial Committee Officer*

* Nominated on 5th December, 1974 *vice* Shri Y. B. Chavan *resigned from the Membership of the Committee.*

** Nominated on 9th May, 1974 *vice* Dr. Bhai Mahavir retired from Rajya Sabha and Sarvashri H D. Malaviya and Mohd, Usman Arif *resigned from the Membership of the Committee.*

INTRODUCTION

I, the Chairman Railway Convention Committee, 1973 having been authorised by the Committee, present this Fifth Report of the Railway Convention Committee, 1973 on action taken by Government on the recommendations contained in the Fourth Report of the Railway Convention Committee, 1971 on "Commercial & Allied Matters (Part II)".

2. The Fourth Report of the Railway Convention Committee, 1971 was presented to both the Houses of Parliament on the 25th April, 1973. Government furnished their replies indicating the action taken on the recommendations contained in the Report on the 15th September, 1973, 8th July and 27th July, 1974. At their sitting held on the 20th November, 1974 the Committee considered Government's replies and finalised their comments thereon. The Committee also considered and approved draft Chapter-I of the Report.

3. The Report has been divided into the following Chapters:—

- I. Report.
- II. Recommendations which have been accepted by Government.
- III. Recommendations which the Committee do not desire to pursue in view of Government's reply.
- IV. Recommendations in respect of which Government's replies have not been accepted by the Committee.
- V. Recommendations in respect of which final replies of Government are still awaited.

4. An analysis of the action taken by Government on the recommendations contained in the Fourth Report of the Railway Convention Committee, 1971 is given in Appendix. It would be observed therefrom that out of 141 recommendations made in the Report, 112 recommendations i.e. 79.5 percent have been accepted by the Government and the Committee do not desire to pursue 18 recommendations i.e. 12.7 percent, in view of Government's replies. The replies

of the Government in respect of 7 recommendations i.e. 5 percent have not been accepted by the Committee. Final replies of Government in respect of 4 recommendations i.e. 2.8 percent are still awaited.

NEW DELHI;

December 9, 1974.

Agrahayana 18, 1896 (S.)

B. S. MURTHY,
Chairman,
Railway Convention Committee.

CHAPTER I

REPORT

Passenger Traffic (Sl. Nos. 2 and 3):

In paragraphs 1.18 and 1.19 of their Fourth Report on "Commercial and Allied Matters (Part II)", the Railway Convention Committee, 1971 had observed that the provision of transport facilities for passengers had not received as close an attention of the Railways as it should have, in view of the dependence of a large number of people on rail transport, particularly for long distances. While recognising that the constraint on resources could be a limiting factor for provision of adequate passenger facilities and amenities, the Committee had pointed out that for that very reason there was a greater need for perspective and detailed planning so as to allocate the scarce resources appropriately in the order of priority.

2. The Committee had further observed that if this careful planning had been done right from the beginning of the First Plan, the Railways would have not been faced with such an acute problem of congestion on trunk routes as well as rail transport for metropolitan and other capital cities. The Committee had stressed that the Working Groups constituted by the Planning Commission to go into the requirements of Passenger Traffic for the Fifth Plan should examine the matter in all its aspects with special reference to the backlog which had accumulated in the matter of provision of adequate transport facilities to passengers particularly on the trunk routes so as to suggest a concrete plan of action with proper priorities.

3. From the reply furnished by the Ministry, the Committee note that an analysis of Third class (now Second class) non-suburban passenger traffic indicates that there had been rapid increase in travel by mail and express trains both in terms of number of originating passengers and passenger Kms. However, there was a lower rate of increase in travel by other passenger trains.

4. In a further reply furnished to the Committee, the Rly. Board have stated that planning for coaches was done on the Indian Railways on the basis of increase in "Passenger Kms." and not on 'originating passengers'. The increase in passenger kilometres was used to develop additional vehicle kilometres requirements based on progressively improving norms of vehicle usage and availability. The Railways' original Fourth Plan had anticipated an increase of

23.06 per cent in vehicle kilometres during the Plan period. However, the provision made in the Plan based on the limitation of production capacity as well as resources, was expected to allow an increase of nearly 19.8 per cent in the non-suburban passenger vehicle kilometres. For the suburban traffic the estimates had to be determined by trend projection.

5. The Ministry have further stated that although it has not been possible to provide for the entire growth of passenger traffic during the Fourth Plan due to terminal difficulties, want of adequate line capacity on trunk routes etc., so far as non-suburban long distance passenger traffic was concerned, the requirements were largely met.

6. From the data furnished by the Ministry of Railways, the Committee observe that while there has been an increase of 41.2 per cent and 18.4 per cent in passenger kilometres—suburban and non-suburban respectively during the Fourth Plan period, vehicle kms. have increased by 11.5 per cent only during this period. This is indicative of the fact that there has been little improvement in the travelling conditions of the common third class passengers during the last five years and that over-crowding on the Railways has become more or less endemic. The Committee therefore, reiterate the recommendation made by the previous Committee that the requirement of passenger traffic for the Fifth Plan should be examined in all its aspects and a concrete plan of action drawn upto provide on a priority basis, additional coaches|train services on sections where there is heavy congestion and over-crowding.

Procurement of coaches (Sl. No. 9):

7. In paragraph 1.40 of the Fourth Report the Railway Convention Committee, 1971 had pointed out that as against the plan programme of placing 6,450 coaches on line on additional account during the Fourth Plan period, the procurement during the first three years of the Plan was of 3,648 coaches only. The Committee had, expressed the hope that the production units would be fully geared up so that the Plan target for provision of 6,450 coaches was fully achieved.

8. From the data furnished by the Ministry of Railways, the Committee observe that there was a shortfall of as many as 176 BG and 165 NG Coaches as against 4125 BG and 200 NG coaches programmed for manufacture during the Fourth Plan. The order for manufacture of NG coaches was actually placed as late as in October, 1971.

9. The Committee regret that it should have taken about two years for the Ministry to take a decision on the question of manufacture of NG coaches in the light of the Report of the Uneconomic

Branch Lines Committee which was submitted to Government in December, 1969. The Committee desire that at least for the Fifth Plan, the requirements for each of the gauges, particularly the narrow gauge, should be thoroughly gone into and fixed realistically, year-wise, having regard to the present trends and the perspective plans of the Railways.

Performance of M/s. Jessops (Sl. Nos. 11 and 12):

10. In paragraph 1.42 of the Fourth Report, the Railway Convention Committee, 1971 had observed that the performance of M/s Jessops with regard to production of metre gauge coaches and Electric Multiple Units had not been very satisfactory. They had expressed surprise that the number of man-hours per coach required by Jessops was 2½ times that required by the Integral Coach Factory. As majority of the shares of the Company are held by the Government, the Committee saw no reason why Government had not taken effective and expeditious steps to streamline the functioning of this Unit so as to optimise its production. The Committee had also stated that since the firm would now be turning out integral coaches of the type produced by the Integral Coach Factory, it was necessary to ensure that the number of man-hours per coach required by Jessops were comparable to those required by the Integral Coach Factory.

11. In paragraph 1.43 the Committee had further stated that they would like the Ministry of Railways to report to the next Railway Convention Committee the action taken on the Report of the Technical Committee appointed to investigate the possibility of increasing the production capacity of Jessops and the results achieved.

12. The Committee note from the reply furnished by the Ministry of Railways that according to the Ministry of Heavy Industry the cost of production in M/s Jessops is not comparable to that of the Integral Coach Factory due to the difference in the method of computation of man-hours in the two units. The Ministry of Railways, however, are of the view that although there can be difference in the method of computation of labour man-hours and other elements of costs between Jessops and Integral Coach Factory, the total cost of a finished coach manufactured by both units should be comparable. The Ministry of Railways are, therefore, of the view that since the total cost of Jessops coach is very much higher than that of the ICF coach, the observation of the Railway Convention Committee, 1971, that Jessops should streamline their production with a view to reduce costs, is pertinent.

13. In regard to the action taken on the Report of the Technical Committee, the Ministry of Heavy Industry to whom the matter was referred by the Ministry of Railways for comments, have advised that they are not aware as to who appointed this Committee and to whom the Committee submitted their report. The Ministry of Railways have since supplied relevant references to enable the Ministry of Heavy Industry to trace the connected papers at their end and to send a final reply. The same is still awaited.

14. The Committee are greatly perturbed of the apparent lack of coordination between the Ministry of Railways and the Ministry of Heavy Industry in the vital matter of effecting reduction in the cost of manufacture of coaches by Jessops so as to make it comparable with the cost of manufacture of similar units in the Integral Coach Factory. The Committee stress that the matter should be jointly looked into by the Ministry of Railways and the Ministry of Heavy Industry at a high level and they should be informed of the concrete action taken in pursuance of this recommendation.

Census of occupation of passenger trains (Sl. Nos. 20 and 23):

15. In paragraphs 1.74 and 1.77 of the Fourth Report, the Railway Convention Committee, 1971 had expressed regret that according to the latest census of occupation of various classes of accommodation provided in the trains, the extent of over-crowding ranged from 12 percent to 86 percent on the Broad Gauge and 20 percent to 115 percent on the metre gauge in the third class (now Second class). This did not obviously take into account a large number of passengers who were left behind from the mail and express trains on the waiting list. The Committee had, therefore, come to the conclusion that these figures of over-crowding which by themselves presented a sorry state of affairs, did not reflect the correct state of over-crowding in third class which was very acute, particularly on the fast mail/express trains.

16. The Railway Convention Committee, 1971 had further observed that they were not convinced if the dimensions of the problem of over-crowding in third class had been fully realised by the Railways and whether the methodology followed while carrying out the census of occupation of passenger trains ensured a realistic appraisal of the same. The Committee had, therefore, recommended that the census operations should be so developed and defined as to provide reasonably accurate forecasts of the growth of traffic in a particular area so that advance action could be taken to cater to the traffic that may be gradually building up.

17. The Ministry of Railways have stated in their reply that for the purpose of estimating the growth of passenger traffic, projections are made after considering various alternatives such as linear time trend, population growth, national income etc. and on this basis planning of additional rolling stock, line and terminal capacity is undertaken. The purpose for which a census is taken is limited to finding out the state of occupation on trains on each section. Based on the census result, loads of trains are augmented, if room permits or by change of traction. Wherever line capacity, terminal capacity and stock is available, additional trains are also introduced.

18. The Committee note that while the Ministry of Railways do not deny that the periodical census of occupation of passenger trains does not quite correctly reflect the extent of over-crowding in third class (now second class), the Ministry do not find any scope for refining the methodology followed in conducting the census. The Committee are not quite convinced that it is not possible for the Ministry to refine the technique of conducting the census of occupation of passenger trains so as to indicate the trends in the growth of passenger traffic which would enable the Ministry to take advance action for catering to the same. The Committee would, therefore, reiterate the recommendation of the previous Committee in this regard and would like to be informed of the action in the matter in due course.

CHAPTER II

RECOMMENDATIONS WHICH HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (S. No. 1, Para No. 1.17)

The Committee note that during the decade ending 1969-70, while the growth of passenger Kms. has been about 40 per cent, the growth in vehicles Kms. has only been about 26 per cent which indicates that the growth of passenger transport has lagged behind the growth of passenger traffic. It has been admitted by the Ministry of Railways that overcrowding exists practically on all the trunk routes and that the main bottleneck in this regard is lack of sectional as well as terminal capacity in the metropolitan cities of Bombay, Delhi, Calcutta and Madras which have reached saturation point and it is not possible to provide any additional train. It has been explained by the Ministry that planning, on account of paucity of funds, has been basically goods traffic-oriented and that planning of facilities for passenger trains had a 'deferred priority' as it is a losing activity and that it was only some time after the middle of the Third Plan that more attention was paid to the movement of passenger traffic.

Reply of Government

The observations of the Committee are noted.

[M/o Railways (Railway Board) O.M. No. 73-B (RCC)-
4226 dated 24th October, 1973]

Recommendation (S. Nos. 4 and 5, Paras 1.20 and 1.21)

Another aspect which the Committee would like to focus attention upon relates to the difficulties which are being experienced by the Railways in developing passenger services to metropolitan and other leading cities. The Committee feel that had the Railways taken timely action to acquire land in metropolitan and other leading cities, they would not have been placed in the present difficult situation. Even now the question of acquiring adequate land for providing the requisite facilities for running of passenger and other goods services should be taken up at the highest level by the Railways with the State Government authorities. The Committee need hardly stress that the Railways have already, in many of these

places, large areas of land and they should leave no stone unturned to put the available resources to the maximum use in the interest of providing transport facilities.

The Committee would also like the Railways to take advance action from now to see that wherever the trends of traffic so require, action is taken to acquire additional land and develop other related facilities.

Reply of Government

Necessary instructions have been issued to the Zonal Railways in this regard. The Railways have particularly been advised that they should review the likely requirements of land for developing passenger services and other related facilities in large cities particularly at metropolitan cities and frame proposals for advance acquisition of land as phase I of the specific schemes. Acquisition of land without relating to schemes is not considered desirable as it will pose a problem of safeguarding the same against the possible unauthorised encroachments, which is acquiring serious proportions in all cities in general and in metropolitan and other leading cities in particular.

[M/o Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 1st March, 1974]

Comments of the Committee

The Committee would like the Railways to keep a close watch on their likely requirements of land for developing passenger services and other related facilities in large cities.

Recommendation (S. No. 6, Para No. 1.22)

The Committee cannot stress too strongly the need for planning for passenger transport on realistic basis by the Railways to meet the needs of mass transportation in the wake of growing industrialisation of the country and the rise in the income of its expanding population, particularly on trunk routes and for long distance travel for which the Railways are ideally suited. The allocations to be made for the Railways should, therefore, take care of the imperative need for developing the terminal facilities in the metropolitan cities as well as for developing the matching sectional capacity on the trunk routes so that more trains could be run and the problem of overcrowding could be effectively tackled.

Reply of Government

The observations of the Committee are noted. The 5th Five Year Plan's proposals of the Railways are under active consideration of the Planning Commission and the Committee's observations will be kept in view.

Further information called for by the Committee

Please furnish details of concrete schemes drawn during the Fifth Plan for developing the terminal facilities in metropolitan cities as well as for developing the matching sectional capacity on the trunk routes and decision taken by Government thereon.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974]

Reply of Government

During the Fifth Five Year Plan, heavy investment will be required on the development of passenger terminals, particularly in metropolitan cities of Delhi, Calcutta, Madras and Bombay. It may be even necessary to set up additional terminals at these stations as the existing terminals are space bound.

For the line capacity works (including the terminal facilities), a provision of Rs. 500 crores has been made during the Fifth Five Year Plan against the total provision of Rs. 2350 crores.

Some of the important major terminal facility works which have been sanctioned during the first year of the Fifth Five Year Plan viz. 1974-75 are given below:—

1. Provision of an additional platform at Bombay V.T. and remodelling of Mazgaon Yard.
2. Provision of terminal facilities for dealing with Suburban and non-Suburban traffic on the Eastern Railway at Howrah.
3. Provision of additional terminal coaching facilities at Patna Junction.
4. Development of terminal facilities in Hyderabad|Secunderabad area.

Similarly several other schemes for development of terminal/sectional capacity for dealing with the anticipated increase in passenger traffic during Fifth Plan such as the third terminal at Delhi,

terminal facilities at Madras, development of capacity on the G.T. route, electrification etc. are under various stages of consideration for implementation during the remaining years of the Vth Plan.

[M/o Rlys. (Railway Board) O.M. No. 73-B (Rec.)-
4226 dt. 24th October, 1973]

Comments of the Committee

In para 18 of Chapter I of their 3rd Report, the Committee have stressed the need for provision of adequate terminal facilities as an integral part of planning so that maximum benefit is extended to the travelling public from the heavy capital investments which have been made by the Railways in successive Plans in rolling stock, improved signalling facilities etc. The Committee would like to be informed in due course of the concrete measures taken in this regard during the Fifth Plan.

Recommendation (S. No. 7, Para 1.23).

The Committee note that the Ministry have already ordered a number of surveys for augmenting the terminal capacity in important metropolitan cities and sanctioned certain line capacity works which are under execution. As the problem of overcrowding is very acute, the Committee expect the Ministry to execute the schemes expeditiously. The Committee trust that while building new terminals, the Railways would take care to locate the stations at places convenient to the public.

Reply of Government

1. The Railways have already taken necessary action to process provision of additional facilities for non-suburban and suburban traffic in metropolitan cities. A list of surveys to increase the sectional terminal facilities at important metropolitan cities is attached, indicating the present progress.

2. Sanction to Provision of additional terminal capacity at Nizamuddin (near New Delhi) at a cost of Rs. 11.99 lakhs has just been issued and the work is expected to be completed by the end of the year. The question of providing a proper terminal at Nizamuddin to meet the long term requirements of Delhi Metropolis is also under consideration. Provision of similar facilities for other cities is also being followed.

3. The Committee's suggestion regarding location of new terminals at places convenient to the public has been noted.

ANNEXURE

Nomenclature	Remarks
I. Central Railway	
1. Optimisation of transport capacity in Bombay suburban area with 9 car rakes.	Survey reports just received and are under examination.
II. Eastern Railway	
2. Techno-economic survey for terminal and sectional facilities required for dealing with suburban and non-suburban traffic in Howrah and Sealdah divisions.	Survey Report just received.
III. Southern Railway	
3. Terminal facilities in madras area	Survey reports just received and are under examination.
4. Quadrupling of track between Veyasarpady and Basin Bridge.	Survey Report due from the Railway.
IV. South Eastern Railway	
5. Engg-cum-Traffic Survey for provision of suburban terminal facilities in Calcutta area.	Survey is in progress.
6. Engg-cum-traffic survey for provision of additional goods handling capacity at Shalimar.	Survey is in progress.
V. Western Railway	
7. Optimisation of transport capacity in Bombay suburban area with 12 car rakes.	Survey reports just received and are under examination.
VI. South Central Railway	
8. Development of terminal facilities in Hyderabad/ Secunderabad B. G. area.	Estimate for land acquisition has been sanctioned. Inclusion of the work in the Works Programme for 1974-75 is under consideration.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dated 24th October, 1973]

Recommendation (S. No. 8, Para No. 1.24)

In the case of services for branch lines, the Committee feel that there is need for systematic survey so as to identify the pattern and density of traffic. The Committee understand that the modern trend is to cater for short distance rail travel by diesel rail cars

which are compact units, easy in maintenance and operation. The Committee would like the Railways to prepare a perspective plan for improving passenger services in branch lines keeping in view the density of traffic and the financial return.

Reply of Government

The observations of the Committee are noted. Indian Railways have initiated the preparation of a long term Corporate Plan covering the period of 15 years upto 1988-89 in which the problem of branch line sections will also be taken care of.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated 24th October, 1973]

Further information called for by the Committee

Please indicate by what time the Corporate Plan is expected to be finalised.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974].

Reply of Government

The first Corporate Plan involving the Zonal, Railways, which is likely to take 2 to 3 years in its preparation is expected to be ready in 1976.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated 8-7-1974].

Comments of the Committee

The Committee have elsewhere in this Report recommended that additional coaches and train services should be provided on a priority basis to relieve over-crowding. The Committee would like the Railways to prepare the Corporate Plan most expeditiously so that it provides the proper framework for action.

Recommendation (S. No. 10, Para No. 1.41)

The Committee would also stress that higher priority should be given for provision of additional coaches to lower class where the congestion is most acutely felt by large number of travelling public. The Committee would also like the Railways to intensify the research and design coaches which would provide maximum comfort consistent with seating/sleeping capacity for long distance travellers.

Reply of Government

The need for giving higher priority for provision of additional lower class coaches to relieve overcrowding is kept in view while planning for additional coaches. A decision has been taken to develop a design for a III class double decker coach and to assess passenger reaction before proceeding with any bulk manufacture.

A new design for Air-conditioned B.G. 2-tier sleeper with 48 berths has been evolved for use of long distance travellers. The luggage compartments of I class and III class sleeper coaches, which was not being fully utilised by the long distance travellers, has been abolished to provide more seating/sleeping capacity.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 11th March, 1974].

Recommendation (S No. 14, Para No. 1.56)

The Committee note that the actual procurement of diesel and electric locos upto the end of 1971-72 was of the order of 265 diesel and 127 electric locos against the composite target of 560 diesel and 300 electric locos, both for passenger and goods traffic, during the Fourth Plan and that there is likely to be a shortfall of 35 main line diesel locos, 30 AC and AC/DC electric locos and 18 DC electric locos.

Reply of Government

The observations of the Committee are noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 15, Para 1.57)

The Committee understand that the outturn of diesel locos was seriously affected during the first two years of the Plan due to non-receipt of electric traction equipment from HEIL, Bhopal and delay in receipt of B.G. axles from foreign sources. The production of electric locos in Chittaranjan Locomotive Works has also been lagging behind.

Reply of Government

The observations of the Committee are noted. The supply of electric traction equipment from the HEIL, Bhopal, is being continuously watched at a high level and a close liaison is maintained with

them to ensure timely supplies for the programmed production of the diesel and electric locos at Varanasi and Chittaranjan. The situation regarding the availability of electricals has improved recently and it is expected that the production is not likely to be adversely affected due to non-availability of electricals from BHEL/HEIL.

[Ministry of Railways (Railway Board) O.M. No. 78-B (RCC)-4228 dated 11th March, 1974].

Further information called for by the Committee

Please indicate the actual shortfall in procurement of diesel and electric locos vis-a-vis the Fourth Plan targets and the concrete action taken to overcome the shortcomings during the Fifth Five Year Plan period.

[LSS O.M. No. 1/4-73-RCC dt. 24-5-1974].

Reply of Government

Against the requirements of 677 diesel locomotives and 300 electric locomotives indicated in the Mid-Term Appraisal of IV Plan, production of 685 diesel locomotives and 236 electric locomotives was finally planned. Against this provision, the total procurement of diesel and electric locos during the Fourth Five Year Plan period from Chittaranjan Locomotives Works and Diesel Locomotive Works Varanasi, was as under:—

Diesel Locomotives.....643

Electric Locomotives...232

It will be seen from the above that there was a shortfall of 42 diesel locomotives and 4 electric locomotives during the 4th Plan period as compared to the targets of production fixed.

Reasons for shortfall

The main reasons for shortfall in production of locos at C.L.W. and D.L.W. during the 4th Plan period are as under:—

C.L.W.

- (i) Due to production of several diverse types of locos and design modifications in traction motors;
- (ii) Delayed and inadequate of supplies of imported and indigenous equipment;

- (iii) Tardy development of indigenous industry;
- (iv) Continuing power shortage and disturbed conditions in the Eastern region affecting work in the C.L.W.

D.L.W.

- (i) Restricted power supply and frequent power shedding causing disjointed shift working;
- (ii) Sporadic incidence of labour unrest in the country;
- (iii) Non-receipt of adequate and timely supplies of electrical equipment in the initial period (since improved);
- (iv) Restricted availability of foreign exchange and delayed receipt of imported components required for manufacture of diesel locomotives;
- (v) Tardy development of indigenous sources of supplies.

Brief details of the concrete action taken to overcome the shortcomings during the Fifth Five Year Plan period

C.L.W. : Necessary steps have already been initiated to overcome the difficulties experienced in the recent past with a view to achieve the targets of production for the 5th Plan period. These include proposals to:—

- (a) Commence series manufacture of approved types of locos after specified prototype trials/field tests.
- (b) Manufacture of modified design of traction motors.
- (c) Vigorous follow-up with indigenous sources of supplies and re-import of certain vital equipments in which indigenous sources have not developed to the desired extent.
- (d) Follow-up with DVC authorities to allocate sufficient electrical power to CLW (apart from active pursuit of the proposal to install stand by diesel driven generating sets for emergency use).

D.L.W. : Steps are being taken to overcome other difficulties in order to ensure unhampered and increased production, keeping in view the targets for the 5th Plan period and requirements of motive

power in consonance with the allotment of funds during the 5th Plan period. The remedial measures proposed are as follows:—

- (a) Provision of stand by generating set.
- (b) Maintenance of continuous dialogue with labour to improve relations and remove grievances.
- (c) Vigorous follow-up indigenous sources for development of various equipment to eschew dependence on imports.
- (d) Chase up supplies of vital imported parts and accessories procured through I.S.M./Washington.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated the 27th July, 1974].

Recommendation (Item No. 16—para 1.58.).

The Committee are concerned to note that there has been a set-back in the production of electric locos due to shortage of traction motors as Chittaranjan Locomotive Works experienced 'large scale' trouble on traction motors being currently built under technical collaboration of a foreign firm and that the set-back was partly made up by supplementary imports and diversion of part of HEIL production from DC electric locos to AC electric locos. The Committee would like Government to thoroughly investigate how large scale troubles have developed in traction motors which are built under technical collaboration with a foreign firm and take remedial action.

Reply of Government

The manufacture of TAO 659 traction motors at CLW was started in 1970-71 in collaboration with Messrs Alsthom (a constituent of GROUP) France. The ACMT electric locomotives fitted with these traction motors were commissioned from early 1971-72. A few months after the locos were put into service, TAO 659 traction motor armatures showed failures which assumed alarming proportions in May/June 1972. Investigations into these failures were promptly carried out by RDSO and CLW, alongwith the Firm's technical experts. After detailed discussions between their High Level Team and the Board held in September 1972, the Firm agreed to:—

- (i) quickly work out the necessary design modifications to overcome the design weaknesses noticed, obtain RDSO's approval and quickly plan for production of prototypes to

the new design. Series production of new design at their Works and at CLW to be established soon after prototypes pass the tests laid down by RDSO;

- (ii) replace/rebuild all Alsthom built armatures and supplied to Indian Railways to the new design at their cost, with minimal design changes introduced mainly to strengthen the conductors and the banding. All future supplies would also be made to the new design;
- (iii) assist CLW in switching over to the manufacture of new design, rendering necessary assistance with regard to supply of materials to suit the new design, modify CLW's jigs and fixtures and place at CLW's disposal armature winding expert for attaining the quality production of the new design;
- (iv) re-scheduling manufacture in their factories to accelerate supplies against Railways' outstanding orders for armatures, arrange for rewinding of old armatures to the new design on accelerated basis and ensure matched supply of materials to CLW so as to overcome the set back in CLW's production of traction motors and electric locomotives.
- (v) In order to tide the operational problems that would have arisen in withdrawing the old armatures from service, these were allowed in service with limitation on traction current not to exceed 840 amps. Inspecting Engineers were also posted to keep a close check on the behaviour of these armatures being regulated on condition basis, with stoppage of locomotives to minimum inescapable.
- (vi) all rehabilitated armatures would be covered by a fresh warranty of 24 months from the date of commissioning or 32 months from the date of shipment.

In pursuance of this agreement, Messrs ALSTHOM prepared new design drawings, the first few of which were subjected to special tests prescribed by RDSO. The Joint Director, Electrical (Traction), Railway Board was deputed to France to witness the special tests on prototypes alongwith Railway Adviser's Organisation, to finalise the supply schedule for rewound armatures, supply of critical material required by CLW for establishing regular production and settling all other related matters so as to ensure that the

change-over to the new design is affected as expeditiously as possible. It was felt that in order to ensure quality of series production, ensuring timely inspection and witnessing of final tests to ensure supplies at the accelerated programme the Inspection Organisation requires to be strengthened by posting one Inspecting Engineer at each of the Firm's two Works at Tarbes and Nantes. The strengthening of Inspection Organisation is being done.

Both the manufacturer's Works in France and CLW took in hand the manufacture of the new design in early 1973.

The supply and manufacture to the new design gradually picked up and position during 1972-73, 1973-74 and programme for 1974-75 is as under:—

From France		From C.L.W.	
New Supply	Repair to the old design armatures		
1972-73	5	Nil	Nil
1973-74	197	105	198
1974-75	37 (balance quantity)	172 (balance quantity)	348 Programmed.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 11th March, 1974].

Further information called for by the Committee

Please state if the Ministry of Railways are satisfied with the performance of armatures manufactured according to the new design.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974].

Reply of Government

The performance of armatures manufactured to new design has so far been satisfactory.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated 8-7-1974].

Recommendation (S. No. 17—para 1.59)

The Committee regret that there would be a shortfall of 83 locomotives i.e. nearly 10 per cent in the availability of diesel and electric locomotives as compared to the Plan target. The Committee

note that steps have been taken to augment the availability of traction motors after suitable modification in the design and other measures. The Committee consider that in view of the unsatisfactory position with regard to production of diesel and electric locos during the first three years of the Fourth Plan, all out efforts will have to be made to ensure that there are no further shortfalls in the programme for procurement of 260 diesel and 125 electric locos during 1972-73 and 1973-74.

Reply of Government

The actual production of electric locomotives at Chittaranjan Locomotive Works has been below the targets earlier envisaged on account of the following major reasons:

- (i) high incidence of failures of traction motors, necessitating design modifications;
- (ii) delay in the supply of essential imported/indigenous equipment, including supplies of tap changers/transformers;
- (iii) failure of critical equipment in the final stages of processing; and
- (iv) frequent power shedding and restrictions on electricity consumption.

Efforts are, however, in hand by the management to increase production potential and achieve the targetted level of production in respect of requirements of electric locomotives during the Fifth Plan.

Regarding Diesel Locomotive Works, it is mentioned that the actual production has been below the targets initially envisaged mainly on account of the following reasons:

- (i) restricted availability of essential equipment, including paucity in supply of electricals from BHEL during 1971-73, (The position in this respect has however shown improvement during 1973-74),
- (ii) restricted availability of essential imported equipment, and sluggish progress in indigenous availability for alloy castings/forgings, etc.,
- (iii) serious power shortages and restrictions on electricity consumptions,

(iv) sporadic incidences of labour indiscipline.

Efforts are in hand, however, by the management to increase the production potential for achievement of targets for Fifth Plan.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 11th March, 1974].

Recommendation (Item No. 18—para 1.60)

As already pointed out by them in paragraphs 2.71 to 2.74 of their First Report on Accounting Matters, the Committee feel that there is need for integrated planning between the Ministry of Railways and Ministry of Industrial Development etc. so as to ensure that electric traction motors and other ancillary parts like axles, wheels, etc. become available in time and in adequate quantity to match the production schedule of manufacturing Units at the Varanasi and Chittaranjan.

Reply of Government

The Ministry of Railways (Railway Board) have been in touch with the Ministries concerned and other authorities with a view to ensuring timely supply of traction equipment to the Production Units. A further high level meeting between the Member, Mechanical and the Chairman, BHEL/HEIL was also held on the 11th December 1973 to sort out the difficulties. Such meetings will continue to be held in the future, on appropriate occasions, to discuss matters related to the supply of traction equipment. A close watch is kept on timely ordering and supply of Wheels and Axles required by the Production Units.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 1st March, 1974].

Recommendation (S. No. 22—24 Para Nos. 76—1.79)

The Committee would like the Ministry to make an intensive study of the areas where the problem of over-crowding is endemic and to prepare a time bound programme for augmenting the passenger services in such areas/sections by intensive utilisation of existing assets and/or by providing additional facilities and services including dieselisation.

The Committee would further like the Ministry to take emergent measures to alleviate the problem of over-crowding in sections where it has been found from the last few census figures, to have reached beyond tolerable limits.

From the data furnished to them, the Committee find that the problem on certain M.G. sections is very acute. The Committee consider that while in case of some sections, conversion into B.G. may be the ultimate solution to the problem, they would like the Ministry to take immediate steps for augmenting the facilities till such time as plans for conversion actually materialise.

Reply of Government

In order to relieve over-crowding on various sections noticed during the last few census results, the following additional facilities/services *inter alia* have been provided after the issue of November, 1972 Time Table. These are in addition to the steps already taken and indicated to the Railway Convention Committee earlier:—

(a) New trains introduced/extended.

1. A pair of Express trains between Katihar and Jaynagar/Nirmali via Purnea and Darbhanga.
2. A pair of bi-weekly Janata Express trains between Bina and Lucknow by extending Bombay-Bina bi-weekly Janata Express.
3. A pair of fast trains between Buxar and Patna by extending Delhi-Buxar Express/Fast Passenger.
4. A pair of passenger trains between Varanasi and Allahabad City by extending Chupra-Varanasi Passenger.
5. A pair of passenger trains between Mathura and Kasganj.
6. A pair of passenger trains between Lunding and Badarpur.
7. A pair of passenger trains between Rangapara North and Tejpur.
8. A pair of passenger trains between Adra and Asansol.
9. A pair of passenger trains between Bhadrak and Nergundi.
10. A pair of passenger trains between Hatia and Ranchi by extending Jharsuguda-Hatia Passengers.
11. A pair of shuttle trains between Chaibasa and Dangoaposi by extending Raj-Kharsawan-Chaibasa Shuttles.
12. A pair of diesel cars between Burdwan and Katwa. (Narrow Gauge).
13. A pair of Express trains (Avadh Express) between Agra Cantt. and Lucknow.

(b) **Trains dieselised and their loads augmented.****BROAD GAUGE**

1. 7/8 Madras-Bangalore Mail.
2. 23/24 Madras-Bangalore Express.
3. 25/26 Island Express between Bangalore and Erode.
4. 29/30 Malabar Express between Shoranur and Cochin.
5. 33/34 Kashmir Mail.

METRE GAUGE

1. 85/86 Secunderabad-Bangalore Express between Secunderabad and Guntakal.
 2. 31/32 Delhi-Ahmedabad Janata Express between Ahmedabad and Ajmer.
 3. 119/120 Madras-Tirunelveli Express between Villupuram and Tirunelveli.
 4. 104/106 Madras-Trivandrum Mail between Villupuram and Trivandrum.
 5. 3/4 Delhi-Ahmedabad Express between Delhi and Abu Road.
 6. 5 Up/6 Dn. Ahmedabad-Agra Fort Express between Ahmedabad and Abu Road.
 7. 177/178 Madras Egmore-Tiruchirappalli Express.
 8. 153/154 Madras Egmore-Tiruchirappalli Rock For Express.
2. The following services are proposed to be provided in the new time table to come into force from 1-11-73:—
1. A pair of Express trains between Kanpur Anwarganj and Kaaganj by extending Siliguri-Kanpur Vaishali Express.
 2. A pair of Express trains between Pune and Kolhapur.
 3. A pair of fast trains between Londa and Miraj by extending Vasco Londa Passenger.
 4. A pair of passenger trains between Nidadavole and Tadepalligudem by extending Rajahmundry-Nidadavole Passenger and Nidadavole-Kakinada passenger.
 5. A pair of Mixed trains on the Purna-Mudkhed Adilabad section.

6. A pair of shuttle trains between Nergundi and Khurda Road (Via Naraj-Marthapur) by extending a pair of Bhadrak-Nergundi shuttles.
7. A pair of shuttle trains between Bhojudih Santaldih and Adra by extending Bhaga-Bhojudih/Santhaldih shuttles.
8. A pair of passenger trains between Udaipur City and Chitaurgarh by extending the Ahmedabad-Udaipur City Mewar Passengers.
9. Extension of 351/352 Burdwan-Kiul Fast Passenger to and from Gaya.
10. A pair of passenger trains between Burdwan and Asansol.

3. Proposals are also under consideration to introduce the following services in the near future:—

1. A pair of biweekly express trains between New Delhi and New Bongaigaon.
2. Dieselisation of 51/52 Sealdah-Jammu Tawi Express between Mughalsarai and Jammu Tawi.

4. It will be seen that on the metre gauge section of Delhi-Ahmedabad, of the five fast trains running, 4 have been placed under diesel traction in recent months. On the Madras Egmore-Madurai-Trivandrum section, out of 9 pairs of fast trains 5 pairs have been dieselised. On the Lucknow-Katihar section, 1 Up/2 Dn. At Mail was dieselised from 1-11-72. Conversion of a major portion of this route into Broad Gauge is already in progress. 85/86 Secunderabad-Bangalore Express has been dieselised on the Bangalore-Guntakal section from 15-4-73.

5. Besides, on short-distance inter-city fast trains it is proposed to provide day-type third class coaches thereby increasing the existing accommodation by over 12 per cent. Fourteen pairs of trains are proposed to be provided with such coaches.

6. The conversion of second class coaches/compartments will also provide extra accommodation by about 20 per cent to third class passengers. This is over and above the existing carrying capacity of the second class coaches/compartments.

7. The Railways are fully alive to the problem of overcrowding in third class coaches and aware of the need to provide relief. Within the available existing resources, all feasible efforts are being made to provide additional travel facilities.

8. As regards the need for providing relief to passengers by way of introducing additional trains, augmentation of loads by dieselisation etc., on various routes on the basis of census of over-crowding and traffic projections during the Fifth Plan, efforts are being made to develop requisite facilities within the overall objectives of the Plan. The position will be reviewed again by the middle of next year when the allocation of funds for the 5th Five Year Plan becomes clearer.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th Oct., 1973].

Recommendation (S. No. 30, Para No. 1.94)

Now that the Railways are undertaking detailed studies in passenger traffic costing, the Committee would like to Railways to ascertain precisely the losses on goods and passenger services separately on the NG system so that the services on which losses are being incurred could be identified and efforts made to bring down the losses and increase the earnings.

Reply of Government

Financial results of working of the goods and coaching services, showing the earnings, working expenses, cost of hauling a passenger/goods train and a passenger vehicle/goods wagon per kilometre and net earnings, etc. are all being already worked out for the narrow gauge, separately for each Railway.

A detailed cost analysis of coaching and goods services on the narrow gauge, as is being done exhaustively for the broad and metre gauges, will involve a lot of man-power and require considerable time. The Cost Analysis Cell is at present fully engaged in the costing of passenger and other coaching services, which is to be completed by next year, in accordance with the undertaking given to the Railway Convention Committee. A detailed cost study of the narrow gauge system railway by railway will be taken up thereafter.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dt. 24th Oct. 1973]

Recommendation (S. No. 31, Para No. 1.95)

The Committee have in their third Report, recommended that a fresh survey should be undertaken to ascertain the incidence of ticketless travel on the Railways. Special attention may be given

during the course of such survey to the Narrow Gauge lines where the limitation of speed is an additional factor facilitating ticketless travel. They would further suggest that intensive drives against ticketless travel may be carried out on such of sections of the N.G. system where the incidence of ticketless travel has been found to be high.

Reply of Government

The Board have accepted the recommendation. Necessary instructions have been issued to the Zonal Railways for compliance.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226, dt. 24th Oct., 1973].

Further information called for by the Committee

Please indicate the result of the action taken in the matter.

(L.S.S O.M. No. 1/4/73-RCC dt. 24-5-1974)

Reply of Government

The survey to assess the extent of ticketless travel is still under way. Action would be taken when the survey is completed.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II dt. 8-7-1974].

Recommendations (S. Nos. 32 to 35, Para Nos. 1.107 to 1.110)

The Committee note that during the Fourth Plan, the Railways have provided two pairs of bi-weekly Janata Express trains and increased the frequency of three pairs of existing trains. The introduction of Jayanti Janata Express, which provides the longest continuous rail link in the country (3020 kms.), is a significant step taken in recent months to relieve overcrowding on a major trunk route.

The Committee consider that so far as passenger services are concerned, the requirements of third class passengers should, necessarily be the first to receive the Railways' attention. The Committee, therefore, recommend that the introduction of Janata Expresses on the three trunk routes which have not been covered so far viz. Bombay VT-Delhi, Bombay VT-Howrah and Madras-Cochin|Mangalore should be given priority during the Fifth Plan.

The Committee note that at present only one Janata Train i.e. the Jayanti-Janata Express is being hauled by diesel engines. The

Committee recommend that the Janata Trains on which there is heavy overcrowding, should be placed under diesel/electric traction so that the loads/speeds of these trains could be augmented and overcrowding relieved. They further suggest that the feasibility of providing more Janata Trains between Delhi and other metropolitan cities, with limited or alternate stoppages, may be explored so as relieve overcrowding on the existing trains and curtailing the running time between those places.

The Committee consider that the technological advancements made by the Railways in the matter of providing faster and more comfortable train services, should obviously be placed at the service of the common man. The Committee, therefore, recommend that it should be the endeavour of the Railways to provide, on other Janata Expresses, the same type of facilities and conveniences as have been provided in the Jayanti Janata Express which the Committee had an opportunity to see before its inaugural run. In fact, this train should be taken as standard to be emulated while planning for introduction of more Janata trains. Particular attention may, however, be given to the improvement of bathing and toilet facilities in these trains.

Reply of Government

59/80 bi-weekly Bombay VT-Bina Janata Express introduced from 1-5-72 has since been extended to and from Lucknow with effect from 1-4-73.

Introduction of Janata Express trains on the Howrah-Bombay VT, Madras-Cochin/Manglore and Bombay VT-Delhi routes will be given priority during the Fifth Plan period.

31/32 Delhi-Ahmedabad Janata Express has been dieselised between Ahmedabad and Ajmer with effect from 15-4-73. It is also proposed to dieselise it on its entire run and raise the standard of facilities in it to the level of Jayanti Janata Express during 1974. Arrangements are also being made to introduce another biweekly Jayanti Janata Express between New Delhi and Samastipur in the Time Table to come into force from 1-11-73.

Dieselisation of more Janata Expresses and their speeding up will be kept in view, as and when additional diesel locomotives, which are primarily required for clearance of goods traffic, become available.

The Committee's observation that the amenities provided in the

Jayanti Janata Express should be taken as a standard to be emulated while planning for introduction of more Janata trains has been noted. Endeavours will be made to provide amenities on the same pattern on new Janata trains as may be introduced in future.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th Oct., 1973].

Further information called for by the Committee

Please state whether the feasibility of the suggestion of the Committee for providing more Janata trains between Delhi and other Metropolitan cities with limited or alternate stoppages, has been examined and if so, with what results?

[L.S.S. O.M. No. 1-4-73-RCC dt. 24-5-1974]

Reply of Government

The Government have examined the feasibility of introducing more Janata Trains between Delhi and other Metropolitan cities with limited or alternate stoppages. As in the case of other Mail/Express trains, introduction of Janata Express trains between other Metropolitan cities and Delhi has not been found operationally feasible at present for want of requisite resources by way of spare line capacity on saturated sections *enroute* and lack of requisite terminal facilities at the terminal stations especially at Delhi/New Delhi which are already over-worked. However, the views of the Convention Committee in this regard will be borne in mind at the time of introduction of more trains on these routes when adequate facilities become available.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II dt. 8-7-1974]

Recommendations (S. No. 36—39, Para Nos. 1.22-1.25)

The Committee note that against a normal load of 18 coaches on other Express|Mail (B.G.) hauled by diesel engines, the load of the Rajdhani Expresses is 8 coaches. Of them, only 5 coaches are passenger coaches. Further, the Railways are able to meet only the direct cost of running these services but not the indirect cost. The revenue earning per passenger from these trains is also stated to be less than that obtained on other trains like the Howrah-Kalka Mail. It has been explained by the Ministry that these trains were introduced as an experimental measure to provide the Railways an experience of running faster trains and to maintain the track to high standards so that the Railways could be counted

amongst the technologically advanced railways of the world and they may be able to sell their equipment to foreign countries. Moreover, these were conceived at a time when the financial position of the Railways was much better than at present.

While the Committee can understand the anxiety and enthusiasm of the Railway to improve their technological capability by running fast trains, they are not convinced that the best method of doing it was by running prestigious trains like Rajdhani Express which are limited virtually to first class passengers. The Committee cannot help feeling that the introduction of luxury trains like the Rajdhani Expresses at a time when there is acute and chronic overcrowding on most of the routes particularly, the trunk routes on which these trains are run, is an effort to cater to the classes rather than to the masses. The Committee consider that the line capacity and locomotive power on these busy routes i.e., Delhi-Howrah and Delhi-Bombay should have been utilised to mitigate the hardships of the 3rd class passengers rather than used to provide luxury travel to a small number of passengers. It is expected of a public undertaking like the Railways that they utilise their comfortable financial position to provide more passenger accommodation and facilities to the common man. This becomes all the more necessary as the Railways are beset with the problem of overcrowding in third class on trunk routes for want of terminal and line capacity.

In this connection, a knowledgeable person has stated that "the revenue loss incurred in reducing the number of coaches on the train (Rajdhani Express) and the additional working expenses by way of higher maintenance of standards, merely for the purpose of giving a marginal increase in the maximum permissible speed, is a luxury which the Indian Railways can illafford at this moment."

In view of the fact that the trains like Rajdhani Express, on Railways' own admission, are not able to cover all the charges, the Committee would like to impress that no further addition should be made to Rajdhani series of services. In fact, the Committee would like the Railways to examine the manner in which this technological advance in running of fast trains could be put to the services of the common man by operating Janata Trains which provide travel and comfort for third class passengers and would afford the much-needed relief to the over-congested third class passenger traffic on the trunk routes.

Reply of Government

It has been decided that for the present no more Rajdhani Expresses should be introduced.

The objective of scheduling Janata Expresses at higher speeds along the Rajdhani routes will be borne in mind when new Janata Expresses are planned.

As regards the point made in recommendation Nos. 36 and 39 that the Rajdhani Express trains are able to meet only the direct cost of running but not the indirect cost and that the revenue earning per passenger from these trains is less than that from other trains, it has to be clarified that as already observed by the Committee in paras 1.114 and 1.115 of this Report the direct cost of running the Howrah-New Delhi Rajdhani Express and the Bombay Central-New Delhi Rajdhani is about Rs. 17000/- and Rs. 22000/- respectively per trip whereas the average earnings are about Rs. 48000/- and 43000/- respectively per trip. Thus the earnings from these trains are much more than the direct expenses. The average earning per passenger travelling in these trains cannot also be called less than in other trains because the fares charged in these trains are more than the fares charged for similar accommodation in other trains.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th Oct. 1973]

Further information called for by the Committee

(a) Please indicate if any effort has been made to compute the indirect cost of running the Rajdhani Expresses. If not, whether such a study has been included in the costing studies currently being carried out.

(b) Please furnish figures of earning from and expenses on

(i) catering services provided on these trains; and

(ii) the average earnings per passenger (exclusive of catering charges) vis-a-vis the earnings from corresponding classes of passengers on other Mail/Express trains.

(L.S.S O.M. No. 1/4/73-RCC dt. 24.5.1974)

Reply of Government

(a) An analysis of the cost of operation of coaching services is in hand. When this is finalised it will be possible to work out

cost of operation of individual passenger trains including Rajdhani Expresses. The cost thus worked out will reflect the 'Fully Distributed' costs which will include both direct and indirect costs.

(b) (i) The working results of catering services provided on Howrah-New Delhi and Bombay-New Delhi Rajdhani Expresses for the year 1972-73 are as under:—

No. of train	Sales Turnover	Expenditure	Profit/Loss
101/102 Howrah New Delhi Rajdhani Express	Rs. 6,55,190	Rs. 5,69,952	+85,238
151/152 Bombay New Delhi Rajdhani Express	Rs. 4,27,550	Rs. 4,17,262	+(10)10,288

(b) (ii) The details of average earnings per passenger per kilometre from Air-conditioned classes on the B. G., the gauge on which Rajdhani Expresses run, for the year 1972-73 are as under:—

	ACC Classes	AC Chair Cars
1. Average rate per Passenger Km. (Paise) From trains other than Rajdhani Expresses	20.4	6.38
2. Average rate per passenger Km. (Paise) (Excluding catering & reservation fee)	22.37	7.20

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)
4223/II dt. 27th July, 1974]

Recommendation (S. No. 40, Para No. 1.32)

The Committee note that air-conditioned express services have been provided on a number of trunk routes connecting metropolitan cities, namely, Delhi, Bombay, Calcutta and Madras and that changes have been made from time to time in the composition of the rakes of these trains in the light of actual occupancy, and where the services were not quite popular, they have been withdrawn and the rakes utilised for increasing the frequency on other routes to meet the demand for air conditioned service. The Committee have also noted that according to the admission by the Railways, it is not economic to operate third class chair cars, if the occupancy ratio is less than 50 per cent.

Reply of Government

Noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th Oct., 1973.]

Recommendation No. 41 (Para No. 1.133)

The Committee would like to point out that the Railways have not yet worked out in detail the cost of running either a particular train or the diverse classes of travel. The Committee feel that as Railways are already losing Rs. 50 crores per annum on non-suburban passenger services, there is hardly any justification to run these air-conditioned expresses which would not give the normal return to Railways. The Committee would, therefore, like the Railways to review the matter most carefully in the light of the cost of operation and their occupancy ratio and replace the air-conditioned coaches by third class coaches as necessary so as to accommodate maximum number of passengers and provide some relief to over-congested trains running on the trunk routes.

Reply of Government

The cost analysis of coaching services is in hand. After finalisation of this analysis, it will be possible to work out the cost of individual trains and by class of travel in the light of which the question of replacement of air-conditioned coaches by third class coaches to provide relief in the over-congested trains will be considered.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
1st March, 1974.]

Further information called for by the Committee

Please indicate the latest position in the matter.

(L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974)

Reply of Government

An exercise of cost analysis has been prepared and submitted to the Railway Board for approval. Further action will be taken for working out the cost of operation of each class of accommodation.

It is, however, stated that there is public demand for air-conditioned travel and the air-conditioned accommodation has been fairly well utilised between major terminals.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226/II
dt. 27-7-1974]

Recommendation (S.No. 43, Para No. 1.141)

It has been represented to the Committee during their tours that diesel cars are the answer for providing the much needed passenger services between large towns and their suburban areas. The Committee would like Government to examine this matter in depth and prepare a perspective plan for introducing the diesel car services where they are justified by traffic surveys and where they will pay their way. The Committee have no doubt that if the demand is sizeable and of a sustained nature, the Railways would undertake the manufacturing programme of such cars in one of the existing production units/workshops to meet the same.

Reply of Government

The question of extending the use of rail cars to sections is normally decided after taking into account the various technical and economic considerations such as the pattern and composition of passenger and goods traffic offering, the length of the section, gradients on the section and the comparative cost of operation of diesel rail cars *vis-a-vis* that of locomotive hauled trains etc.

The observations of the Committee, however, have been noted and necessary further action will be taken as warranted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th Oct., 1973.]

Recommendations (S.Nos. 44 & 45, Para Nos. 1.151 & 1.152)

The Committee observe that in case of 12 out of a total of 54 Mail/Express trains, the journey time as in May 72 has increased while in the case of 6 others it has decreased only marginally, as compared to the position obtaining in April, 1951. The trains whose journey time has increased substantially are the Bombay-Madras and the Delhi-Howrah Janata Expresses, the increase being between 1 hour 45 minutes and as much as 3 hours 40 minutes. This is stated to be due to the larger number of halts now provided to these trains.

The Committee also note that besides the extra time allowed for compensating the loss of time due to development works or regular maintenance works, a certain amount of traffic recovery

time is also allowed in the last lap of the run of the trains to meet the time loss due to unforeseen circumstances such as alarm chain pulling, cattle run-over cases, natural calamity etc.

Reply of Government

Noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendations (S.Nos. 46 to 50, para Nos. 1.153 to 1.157)

While the Committee realise that safety considerations do necessitate provision of some buffer time, they are not quite convinced about the necessity for making provision for contingencies which may or may not occur. In any case, for ensuring that the running as well as station staff are constantly alert and vigilant, it is necessary that they are given a tight time schedule to work upon. The fact that while the journey time of most of the Mail/Express trains has been reduced while in the case of a few others it has increased, calls for a detailed study. It is high time that the Railways realise that besides their operational convenience there is an over-riding consideration of the time of the public being lost in travelling. The Committee, therefore, recommend that the Railway Board may review the position in all its aspects.

It may, in particular, be examined if the traffic recovery time allowed in the time tables is not on the high side and whether this practice may not be stopped altogether so that the impression in the mind of the public that they are an alibi for the Railways' own inefficiency, is removed. Moreover, the delays that occur enroute due to unforeseen circumstances, could always be explained by the actual occurrence of an event.

The Committee suggest that the study proposed above may cover not only Mail/Express trains but also the passenger trains.

The Committee consider that stiffer time schedules would help the Railways to tone up the efficiency of the staff and incidentally provide better and quicker service to the travelling public by cutting down irksome delays. This would also help the Railway to work out the cost of travel, clause-wise, on a more rational basis.

It may also be useful for the Railways to study the position obtaining in this regard on some of the foreign Railways.

Reply of Government

A study of the traffic recovery time provided on all Mail/Express and passenger trains, which involves collection and analysis of a mass of data, is being undertaken. Action as found feasible will be taken on the basis of this study to reduce traffic recovery time provided on the last lap of the run of the trains, having regard to operational necessities.

The Research Designs and Standards Organisation of the Railways is taking necessary action to collect information regarding the practice on some of the foreign Railways of providing traffic recovery time in the schedule of trains to make up the loss of time on run due to unforeseen circumstances. The practice on these foreign railways will also be kept in view in the study now being conducted regarding the traffic recovery time.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th Oct., 1973.]

Further information called for by the Committee

Please indicate whether any reduction has been effected on the recovery time during the last one year and if so, the details thereof.

[L.S.S. O.M. No. 14/73-RCC dt. 24-5-1974]

Reply of Government

The data on the Traffic Recovery Time provided on Mail/Express and Passenger trains are still being collected from the Railway and as soon as the study is over, the results of this study will be furnished to the Committee.

[Ministry of Railways (Railway Board O.M. No. 73-B(RCC)-4223/II, dt. 8-7-1974.]

Comments of the Committee

The study of the traffic recovery time provided on all Mail/Express and Passenger trains and the practice obtaining in this regard on foreign railways, may be expedited and the results communicated to the Committee at the earliest.

Recommendation (S.No. 51, Para No. 1.158)

The Committee would further like the Railway Board to ensure that the extent instructions requiring that trains should not only arrive at destinations punctually but that they arrive punc-

tually at important stopping stations enroute are strictly enforced and that any lapses on the part of the staff are taken serious note of.

Reply of Government

Instructions have been issued to the Railways to ensure the punctuality of trains not only at destinations but also at important stopping stations enroute. They have also been advised to take up the lapses on the part of staff in this regard.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th Oct., 1973.]

Recommendation (S.No. 52, Para No. 1.162)

The Committee note from the above that the percentage of multiple track to total length has improved by over 7 per cent while that of diesel and electric traction to total train Kms. (Passenger) has shown an improvement of about 16 per cent over the last eleven years. In addition, heavy capital investment has been made during this period on modernising the signalling and communication facilities, improving track standards and maintenance and other measures adopted to facilitate high speed operation.

Reply of Government

The observations of the Committee are noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226,
dt. 24th Oct., 1973.]

Recommendation (S. Nos. 53 & 54 Para Nos. 1.163 and 1.164)

While the Committee note that the journey time of most of the Mail/Express trains has been brought down during this period, in the absence of any data as to the average speeds of passenger trains, it is difficult to say if the improvement effected is commensurate with additional facilities provided at high capital cost and whether the speeds of Passenger trains on the routes on which such facilities have been provided, have also shown any improvement.

The Committee would, therefore, like the Efficiency Bureau of the Railway Board to undertake a study of the speeds of passenger trains in India, Mail/Express as well as ordinary, in relation to the better traction power, increased line capacity and other facilities provided since the commencement of the First Five Year Plan. A comparative study of the speeds of passenger trains in India and other leading foreign Railways taking into account, the density of traffic both goods and passenger, may also be useful.

Reply of Government

The matter is under examination. Preliminary steps have already been taken to collect the data required for the study.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226,
dated 24th October, 1973]

Further information called for by the Committee

Please intimate the results of the study and the action taken in pursuance thereof.

(L.S.S. O.M. No. 1/473-RCC dated 24th May, 1974).

Reply of Government

The study was taken up and the processing started as soon as the Railway Convention Committee recommendations were received in this regard. The processing, however, required collection of a lot of data from the Indian as well as the leading foreign Railways. The industrial relations situation in the Railways during the recent past has retarded the progress of the study for want of data from several Railways. Now that the position has improved, the study is likely to be completed during the next 2 to 3 months.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/
II dated 8-7-1974].

Recommendation (S. No. 55, Para No. 1.165)

The Committee would further suggest that in the light of such a study the Railways may undertake a detailed review of the time tables and prepare a phased programme for acceleration of passenger trains some of which are notorious for their slow speeds, so that they may be able to compete successfully with bus transport which is now increasingly making inroads into the Railways' domain of medium distance travel. In a country which is fast becoming industrialised, there is increasing accent on proper utilisation of time. The Committee cannot but strongly stress that Railways should make a concerted drive to improve the speeds of trains, particularly those which cater to the transport requirements of common man. In fact, the Committee would like the Railways to mention specifically the improvements made in the running of the passenger trains in their annual reports, so that the Members of Parliament and the public know, whether any appreciable improvement in this respect has been achieved, consistent with the heavy investment which is being made year after year in improving signalling, track, yards, terminal facilities, traction power etc.

Reply of Government

On the basis of the study report on the speeds of passenger carrying trains which will take sometime to be completed, action will be taken to review the speeds and overall journey time of the passenger carrying trains. It has been decided to include a para regarding speeding up of passenger carrying trains undertaken in each Time-Table, in the Railway Board's Annual Report commencing from 1972-73.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendations (S. Nos. 56 & 57, Para Nos. 1.170 & 1.171)

The Committee have in their Third Report recommended that the Ministry should undertake a study of the places/areas where there is regular stopping of trains at signals with a view to analyse the causes thereof and in particular, to ascertain, to what extent this is due to operational difficulties so that necessary remedial measures may be taken to minimise such detentions.

The Committee would further suggest that in order to keep a strict watch on the incidence of such detentions which not only enable habitual ticketless travellers to get away undetected but which also result in misconnection of trains, avoidable waste of time of a large number of passengers and overcrowding in subsequent trains, the Railway Board may issue instructions to all Railways to maintain complete statistics in this regard indicating broadly the reasons for such detentions and the effective steps taken to avoid their recurrence.

Reply of Government

Instructions have been issued to the Railways to maintain complete and separate statistics of detentions at/outside signals. An analysis of detentions will also be made by the Railways to identify the reasons and areas where the problem of such detentions is endemic. The Railways have been asked to take remedial/preventive measures to avoid recurrence.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 58, Para 2.12)

The Committee note that according to an assessment made by the Railways on the basis of broad analysis, the Railways incurred a loss of Rs. 63 crores during 1972-73 on passenger traffic, of which

non-suburban traffic accounts for Rs. 50 crores and suburban traffic Rs. 13 crores. As admitted by the representative of the Ministry, this assessment is based on a rough and ready method of calculation. A detailed cost study for determining the cost of operation of various types of passenger services is stated to be in hand.

Reply of Government

The observations made by the Committee are noted. Detailed studies for determination of the cost of operation of various coaching services are in hand and energetic action is being taken to complete the studies as early as possible.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 59, Para No. 2.13)

The Committee further note that fares for the various classes of travel were fixed by Railways in old days roughly on the basis of the number of persons who could be accommodated in each class and the percentage of occupancy. The Committee are surprised that the Railways are fixing fares of the various classes of travel without a scientific study of the expenditure on capital cost of the coaches and the expenditure on their operation and maintenance, etc.

Reply of Government

Detailed costing of coaching services has been taken on hand and it will take some time to work out the costs for different classes of travel. After the cost study is completed, rationalisation of fares for the various classes of travel based on costs will be considered.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Further information called for by the Committee

Please indicate the latest position in the matter.

(L.S.S. O.M. No. 1/4/73-RCC dated 24-5-1974).

Reply of Government

The costing of coaching services is not yet completed.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II dated 27th July, 1974].

Comments of the Committee

Efforts should be made to complete studies regarding costing of coaching services for various classes of travel expeditiously.

Recommendations (S. No. 60, Para 2.14)

It is also surprising that the losses on passenger traffic are assessed on a rough and ready method for all classes and that no statistics of loss on each class of travel are maintained by the Railways. In the opinion of the Committee, the Railways as a commercial organisation of long-standing should have worked out the cost of operation of various types of passenger services and shown the losses on various classes of travel separately to indicate a correct picture of their passenger operations class-wise.

Reply of Government

The observations made by the Committee are noted. As already indicated to the Committee during evidence (*vide* Para 4.10 of the Second Report of the Committee on Suburban Services) detailed cost studies with regard to various types of coaching services have been undertaken by the Railways and will be completed in the course of the next year, when the classwise economics of the passenger services will be available.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Recommendations (S. No. 61, Para 2.15)

The Committee have already made recommendations in regard to the suburban passenger travel in their second Report on 'Suburban Services'. They feel that considering the high density of occupation of trains in all classes, particularly over-crowding in the third class, the figures of losses on passenger traffic assessed by the Railways, appear to be on the high side. The Committee urge the Ministry to expedite the work of analysing in detail the cost of operation of various classes of passenger services train-wise and class-wise on an emergent basis so as to assess the losses on each class of travel on a realistic basis.

Reply of Government

The observations made by the Committee are noted and the work of analysing in detail the costs of operation of various classes of passenger services has already been taken in hand.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 62, Para No. 2.16)

The Committee have elsewhere in this report observed that they are averse to any losses on operation of higher classes being met by the Railways. They are of the firm view that travel in higher classes must pay its way.

Reply of Government

The Committee's observations are noted. Detailed cost analysis of expenditure incurred on the operation and maintenance of different classes of coaches is in progress and on its completion, it would be possible to examine the question of a suitable revision of fares for upper classes.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dt. 24th Oct., 1973.]

Recommendation (S. No. 63, Para No. 2.17)

Apart from the fact that the adjustment in fares, particularly for higher classes, should be done so as to meet fully the cost of operation thereof, the Committee would like the Railways to so modify the composition of trains and manufacturing programme of coaches as to provide maximum service to third class passengers.

Reply of Government

The Committee's observations are noted. Detailed cost analysis of expenditure incurred on the operation and maintenance of different classes of coaches is in progress and, on its completion, it would be possible to examine the question of revision of fares for the different classes in relation to the cost of service.

On the basis of the Bi-annual census taken of the occupation of coaches of various classes, the composition of trains is adjusted to cater to the optimum needs of the third class passengers. The Rolling Stock Programmes of coaches are also prepared keeping in view the anticipated needs of the users of various classes on the railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dated 24th October, 1973.]

Recommendation (S. No. 64, Para No. 2.18)

Another question which would naturally arise from this study is whether the existing services for higher classes would need to be curtailed for providing more facilities to third class passengers keeping in view their large numbers.

Reply of Government

A regular watch is kept on the utilization of accommodation provided in the Airconditioned and First Class coaches through bi-annual census of the occupation of different classes of travel and the compositions of the trains are adjusted to cater to the optimum need of third class passengers, within the existing resources. The Railways are also trying out new types of coaches for first class travel for medium distances. These chair cars can accommodate 48/60 passengers per coach as against the conventional first class, which can accommodate only 22/24 passengers by night and 33/36 passengers by day. Hence, one first class chair car can replace about two first class coaches and the saving thus effected could be utilized to add more third class coaches to the express trains. The Railways have also programmed the manufacture of air-conditioned two-tier sleeper coaches which can accommodate 48 persons against the present 14/18 persons in the A.C.C. coach and 22/24 in the present first class coach. These coaches will replace gradually the present first class coaches running on long distance trains. A new combined A.C. coach with 8/10 berths and 34 Chair Car seats has been planned to replace existing full A.C. with 14/18 berths and partial A.C. Coaches with 18 berths. With such increased capacity, the number of upper class coaches in inter-city expresses would be reduced and the accommodation thus released made available to third class passengers. Second class accommodation is being abolished from all trains with effect from 1st April, 1974 and third class coaches will replace second class coaches.

Thus the recommendation made by the Convention Committee is already in the process of implementation.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 1st March, 1974].

Recommendation (S. No. 66, Para No. 2.46)

The Committee note that the Indian Railways provide five classes of accommodation viz., air-conditioned, air-conditioned chair cars, First Class, Second Class and Third Class (with provision of sleeper coaches in Second Class and Third Class) and that the Railway Board have recently taken a decision to abolish Second Class within 18 months. The Committee note that while proposing an increase in the upper class basic fares by 10 per cent in respect of single journey tickets, the Railway Minister in his Budget Speech on 20th February, 1973 observed as follows:

"My intention is that within a period of two years the air-con-

ditioned class fares in all the trains should be brought to the level of air-fares. To begin with, I propose to raise the air-conditioned fares for Rajdhani Expresses to Bombay and Calcutta equal to or more than the air fares."

Reply of Government

In pursuance of this observation of the Minister for Railways, the fares for air-conditioned (sleeper) class in the Rajdhani Expresses have already been increased from 1-4-1973. Now, the fares for this class in the Rajdhani Expresses are only slightly less than the air fares.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973]

Further information called for by the Committee

Please indicate the latest position in this regard.

(L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974).

Reply of Government

The previous Second Class of accommodation in the trains has since been abolished from 1-4-1974. The Second Class coaches had been converted into third class and the third class of accommodation has been renamed as Second class with effect from 1-4-1974.

The fares for travel in Air-conditioned class in the Rajdhani Express trains running between New Delhi and Howrah and New Delhi and Bombay have also been substantially increased from 1-4-1974 as shown below:—

Pairs of points	Fares			
	Prior to		From	
	1 4 1974		1 4 1974	
	Rs.	P.	Rs.	P.
New Delhi—Howrah				
A.C. Class	379	00	465	00
A.C. Chair Car	124	10	148	00
New Delhi—Bombay Central				
A.C. Class	349	00	465	00
A.C. Chair Car	124	10	144	00

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated 8-7-1974].

Recommendation (S. No. 67, Para No. 2.47)

The Committee find that in some of the advanced countries like U.K., France, Canada, U.S.S.R. and U.S.A. only two types of accommodation are provided on the Railways. The U.S. and Canadian Railways, however, provide sleeping accommodation also. In Japan, there is generally one class only but a "Green" class coach is provided on long distance trains.

Reply of Government

This is an observation only.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dated 24th October, 1973.]

Recommendation (S. No. 74, Para No. 2.54)

The nomenclature of these two classes may also be suitably changed. In this connection, the Committee would like that Parliament should be informed of the precise progress made in abolition of second class and the date when the last second class coach goes out of operation.

Reply of Government

It has already been decided that after the abolition of the present second class accommodation, the third class should be renamed as second class. The first class of accommodation will continue to bear the present name. The process of withdrawal of the present second class accommodation is likely to be completed by 31st March, 1974.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dated 24th October, 1973.]

Recommendation (S. No. 75, Para No. 2.79)

"The Committee observe that as on 1st April 1972, the Railways had 1050 inspection carriages on line against 1072 at the commencement of the Fourth Plan. Of these 613 are B.G. and 437 M.G. Out of the total, the number of bogie coaches is 303—136 B.G. and 167 M.G. In addition, there are four air-conditioned inspection carriages for use by tourists, eminent foreign dignitaries and Board Members."

Reply of Government

The observations of the Committee have been noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dated 24th October, 1974.]

Recommendations (S. Nos. 76 to 81. Para Nos. 2.80 to 2.85)

The Committee have also noted the announcement made by the then Minister of Railways in the Rajya Sabha on 12th March, 1970 to the effect that "the whole question of use of saloons (8 wheeler bogie carriages) will be re-examined. Their use will be restricted to the minimum compatible with the essential needs."

While the data furnished by the Ministry does not indicate the utilisation of 8 wheeler bogies and 4-wheeler inspection carriages separately, the Committee observe that on most of the Railways the use of such inspection carriages has actually increased.

The Committee further observe that Railway officials are entitled to take their wives and children along with them while travelling on duty in inspection carriages against their duty passes. The Committee are of the view that the inspection carriages are a relic of the British days when, being foreigners, they preferred to move with their families while going on inspections.

While the Committee agree with the views of the Ministry that under present day conditions it is necessary for officers to supervise the work of the staff, notwithstanding the development of communication facilities, they do not consider that this can be ensured only by providing them with exclusive transport facilities. The Committee see no reason why the officers should suffer from the handicap of having their carriages attached to slow moving goods and passenger trains when they could easily travel against their duty passes in faster trains along with the general public.

The Committee need hardly point out that there is a wide-spread feeling among the public that at a time when there is acute overcrowding on passenger trains, the Railway officials are seen travelling in the luxury of their inspection carriages. It is high time that the Railways realised the extent of feeling amongst the public against the continued use of these carriages.

The Committee feel that it is time the Railways realised that use of inspection carriages should be strictly limited to discharge of inescapable official duties and should not, under any circumstances, be treated as a perquisite. The Committee are strongly of the view that a lead in this behalf has to be given by senior officials who should set an unexceptionable standard by ensuring that no carriage is used except for discharge of inescapable official duties which involve visit to stations where lodging facilities do not exist.

The Committee see no reason why the inspection carriage should be used as a means of transport to terminal or intermediate points where adequate lodging facilities exist. Further, they find no justification for the officers to take their families with them while travelling on duty. They would, therefore, strongly urge that instructions in this regard should be issued forthwith severely discouraging this practice.

Reply of Government

Instructions have been issued to the Railways that the inspection carriages should not normally be used when travelling to stations where adequate lodging facilities exist. Their use should be restricted to functional purposes, and on such occasions officers should avoid, as far as possible, taking their families with them.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 1st March, 1974].

Further information called for by the Committee

Please furnish a copy of the latest instructions issued to the Zonal Railway regarding use of inspection carriages.

(L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974)

Reply of Government

A copy of the latest instructions issued to the Railways in regard to the use of Inspection Carriages is attached herewith.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated 8-7-1974].

Copy of Board's letter No. 68/TTIV/34 dt. 10-1-74 addressed to the General Managers All India Railways and copy to others.

SUB: Use of Inspection Carriages.

REF: Board's letters of even number dated 8-6-1970 and 25-6-70.

In their Fourth Report, the Railway Convention Committee 1971 have observed that there is a widespread feeling against the use of inspection carriages by railway officials and the use of inspection carriages should be strictly limited to the discharge of inescapable official duties.

2. Board desire that the inspection carriages should not normally be used while travelling on duty to terminal or intermediate points

where adequate lodging facilities exist. Their use should be restricted to purely functional purposes i.e., inspections, inquiries, investigations, etc. and on such occasions officers should avoid, as far as possible, taking their families with them unless really necessary.

3. All officers should be advised accordingly.

Recommendation (S. No. 82, Para No. 2.86)

The Committee note that instructions already exist that four-wheeler and eight-wheeler carriages for officials upto the rank of senior scale officers should not be attached to fast passenger trains and should normally be attached to goods and slow moving passenger trains. The Committee would like these instructions to be made more specific so as to ensure that these carriages are not attached to any crowded passenger train.

Reply of Government

Instructions have been issued to the Railways that care should be taken to see that these 4-wheelers and 6-wheelers (M.G.) which are used by officers upto the rank of senior scale officers are not attached to passenger carrying trains which are running overcrowded.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226, dated the 24th Oct., 1973].

Recommendation (S. No. 83, Para 2.87)

While the Committee are against perquisites being provided to railway or other officials, they would like to take note of the widespread feeling amongst officers on the Indian Railways particularly those in Class I and II that they do not have adequate avenues of promotion as compared to other All India Services with the result that a large number of them have been stagnating in the same scale for a very long time. This also acts as a disincentive in attracting to the Railway Service bright and promising recruits with high position in the All India competition for combined services. The Committee would like Government to examine the matter in all its aspects and to ensure that the Railways which are a premier undertaking in the country and have a high tradition of service should be given equitable treatment and the pay scales and avenues of promotion for those working in the Railways should be comparable to those in the other All India Services.

Reply of Government

Recruitment to the Railway Engineering Services, Class I (i.e. IRSE, IRSME, IRSEE, IRSSE & IRSS) is made through the Combined

Engineering Services Examination conducted by the U.P.S.C. As the majority of high-ranking candidates opt for and are allotted to the Railway Services, the quality of recruits to the Railway Engineering Services has been uniformly good. Recruitment to the IRAS and IRTS is made through the I.A.S. & Central Services Examination. Leaving out the candidates selected for I.A.S. and I.F.S., the proportion of high-ranking candidates recruited to the two Railway Services through this examination compares well with the numbers allotted to other Central Services, Class I.

2. The Railway Board are aware of the fact that the career prospects of officers of Railway Services compare unfavourably with other Central Services. The question of improving the career prospects in Railway Services has been under the consideration of the Railway Board for sometime. In 1969, 148 Senior Scale posts were upgraded to J.A. grade and 106 J.A. grade posts were upgraded to I.A. grade. In 1970, the scale of pay of Divisional Superintendents of major Divisions was revised upward from Rs. 1600-1800 to Rs. 1800-2000, those of minor Heads of Departments from Rs. 1800-2000 to Rs. 1800-2250 and those of major Heads of Departments from Rs. 1800-2250 to 2000-2500.

3. The Third Pay Commission has recommended higher scales of pay for Class I Services including two levels of Heads of Departments in scale Rs. 2250-2500 and Rs. 2500-2750. The latter scale is the same as the scale applicable to Joint Secretaries of the Government of India.

4. The question of restructuring the shape of the cadre pyramid in the various Railway Services is under active consideration. When these proposals, now under consideration, are implemented and cadre-restructuring completed, the career prospects of officers of Railway Services will improve substantially.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973.]

Further information called for by the Committee

Please intimate the final decision taken in pursuance of these recommendations.

[L.S.S. O.M. No. 14/73-RCC dt. 24-5-1974]

Reply of Government

The scheme for restructuring of the cadre pyramid in the various railway services has already been completed. A part of this scheme

has since been implemented with the result that a number of officers have already been promoted against the upgraded posts. With the implementation of the balance of the scheme it is expected that the career prospects of officers of the railway services will improve substantially.

2. Further, the Government, on the recommendations of the Third Central Pay Commission, have decided that the Cadre Review Committee should review on a priority basis the cadre strength of the various Central Class I Services in order to improve, wherever necessary, the promotion prospects in these services. These reviews will also be done from time to time.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC-4226/II dated 8th July, 1974.)]

Recommendation 87

The Committee observe that during the year 1968-69 for which figures have been made available to them, the number of passes and PTOs issued in favour of the Railway employees was 18.78 lakhs and 20.06 lakhs respectively. The financial implications thereof have been assessed at Rs. 25.40 crores of which passes accounted for Rs. 23.59 crores and PTOs Rs. 1.81 crores. This far exceeds the assessment made on the basis of a sample survey carried out on the Northern Railway in 1962 which indicated the total annual effect for Indian Railways as a whole to be about Rs. 8 crores for passes and about Rs. 70 lakhs for PTOs.

Reply of Government

Noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated 1st March, 1974.]

Recommendation (S. No. 88, Para No. 3.23)

The rough calculations made by the Estimates Committee (1967-68) on the basis of information available in official documents placed the total cost of travel concessions at an optimum figure of Rs. 17.39 crores. Even the estimate falls short of the Ministry's own calculations by about Rs. 8 crores. If the financial effect of the facilities of concessional/residential card passes and School Cheque Passes were also taken into account, the total burden on Railway revenues would be very considerable.

Reply of Government

Noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 91, Para No. 3.26)

In this connection, it is pertinent to note that the Second Pay Commission had come to the conclusion that "the travel privileges allowed to Railway employees are conspicuously extravagant and in large part, indefensible." The Commission had therefore suggested curtailment of the facility. Similar conclusions were arrived at by the Estimates Committee who examined the question in 1967-68. As the replies of the Ministry failed to convince the Estimates Committee (1968-69), the latter were compelled to reiterate their earlier recommendations in their Action Taken Report.

Reply of Government

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 93, Para No. 3.28)

The Committee further recommend that steps may be taken for speedy collection of the data showing the financial effect of the travel concessions allowed to the Railway staff including concessional monthly tickets, residential card passes and school cheque passes issued in favour of Railway employees|their children in suburban section. If necessary, computers should be utilised for expediting this work and the information placed before the Parliament as early as possible. Instructions may be issued to all Railway administrations to maintain henceforth complete data in this regard and furnish quarterly returns to the Railway Board to enable compilation of the information without any delay in future. This data may also be published in the Annual Reports of the Railway Board (Zone-wise).

Reply of Government

Arising out of the recommendation of the Estimates Committee (1972-73) in the 44th Report, instructions have been issued asking the Railway administrations to collect, collate, evaluate and incor-

porate in the General Managers' Annual Report, data regarding the issue of privilege passed and PTOs to the Railway employees during the year 1972-73. The information has also to be furnished to the Railway Board for inclusion in their Annual Report. Instructions will also be issued to Railway administrations that cost of concessional monthly tickets, residential card passes and school cheque passes issued in favour of Railway employees/their children should be collected.

The most appropriate and economical method of collecting the data for subsequent years (1973-74 onwards) is also under examination.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973.]

Further information called for by the Committee

Please indicate the latest position in the matter.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974.]

Reply of Government

Information is still being collected from the Railway Administrations.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II, dt. 8-7-1974.]

Recommendation (S. No. 94, Para No. 4.27)

The Committee note that a sum of Rs. 15.99 crores was spent during the first four years of the Fourth Plan on provision of Railway Users' Amenities and that the programme for provision of basic amenities at all stations has since been completed. The Railways now propose to take up intensive improvement programme at selected stations instead of allocating the available funds thinly for a large number of works all over the country.

Reply of Government

The observation is noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 95, Para No. 4.28)

The Committee consider that now that the programme for pro-

vision of basic passenger amenities has been completed on all Railways, it is time for the Railway Board to review the question of providing additional amenities in all its aspects and to lay down suitable guidelines in this regard for the benefit of the Zonal Railways.

Reply of Government

The recommendation is accepted.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 96, Para No. 4.29)

A perspective plan may be drawn up for provision of much needed amenities and priorities laid down (zone-wise) for provision of such additional amenities according to the requirements of traffic, particularly for tourists and pilgrims at various important stations.

Reply of Government

The recommendation is accepted.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Further information called for by the Committee

Please state precisely the action taken on both these recommendations.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974.]

Reply of Government

The recommendation of the Railway Convention Committee referred to above has been circulated to the Railways asking them to review the existing norms laid down for provision of passenger amenities at various railway stations and furnish the reports, if any revision is required therein. They have also been asked to suggest any new type of amenity to be provided at stations for the facility of the travelling public. Reports are still awaited from some of the Railways. A decision will be taken in the matter in the light of the reports furnished by the Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4223/II dated 27-7-1974.]

Recommendation No. 97 (Para 4.30)

The Committee further recommend that the question whether the provision of a particular facility like the cost of additional co-

aches, to compensate loss of seating capacity, extension of platforms raising of platforms, etc., should be treated as part of the normal obligation of the Railways as a public carrier or the same should be treated as a Users' amenity and expenditure thereon should be debited to the Development Fund, should be gone into throughly by the Railways by associating a few representatives of the National Railway Users' Consultative Committee and their suggestions in this regard should be placed before the next Railway Convention Committee for their consideration.

Reply of Government

Accepted. A review, as suggested by associating some members of the National Railway Users' Consultative Committee, will be carried out.

[Ministry of Railways (Railway Board) O.M. 73-B(RCC)-4226
dt. 1st March, 1974]

Further information called for by the Committee

Please state whether the proposed review has since been carried out. If so, what are the findings and the action taken in pursuance thereof.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974.]

Reply of Government

The matter is being referred to a few members of the National Railways Users' Consultative Committee for eliciting their views after receipt and consideration of which a memorandum will be submitted to the Committee.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4223/II dt. 8-7-1974.]

Recommendations (S. Nos. 98, 99 and 100, Para Nos. 4.52, 4.53 and 4.54)

Of all the basic passenger amenities provided by the Railways, the Committee attach the greatest importance to provision of adequate drinking water facilities at all stations, big and small. With the increase in the loads of passenger trains to as many as 18 bogies in some cases, it has become all the more necessary to augment these facilities so as to ensure that they are within easy reach of the passengers.

The Committee note that an expenditure of Rs. 86.75 lakhs was incurred by the Railways during the first three years of the Fourth Plan on schemes for supply/augmentation of drinking water facilities at stations. The Committee have, in paragraph 4.15 of their First Report, already emphasised the need for giving top priority to providing clean and cool drinking water to the travelling public.

Keeping in view the climatic conditions in the country, the Committee consider that it is not enough to provide facilities for supply of drinking water to the passengers but also to ensure that the hand pumps, tube wells, water coolers and other gadgets are properly maintained for rendering efficient service particularly during summer months and that break downs etc. are promptly attended to.

Reply of Government

The recommendations of the Committee have been accepted and brought to the notice of Railways reiterating the instructions issued so far on the subject and for ensuring provision of "flush" type or "Aqua privy" type, or "dug well" type latrines, provision of clean and adequate cool drinking water at all stations big and small, proper maintenance of hand pumps, tube wells, water coolers and other accessories particularly during summer months and to make sustained efforts to tone up the maintenance works. It has also been emphasised that officers going on line on inspection should check up the position of all these accessories and point out any defect or lapse and apportioning of responsibility for the same at the appropriate levels and taking such other suitable action. Instructions have also been reiterated to electrify the stations where electricity is available.

[Ministry of Railways (Railway Board) O.M. No. 73-B.
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 101, Para 4.55)

As already pointed out in paragraphs 4.16 and 4.17 of their First Report, the Committee would like the Ministry to particularly ensure proper maintenance of water coolers which have been provided at important stations at a good deal of public expense. The Zonal Railways should also be asked to ensure that the facility is not misused either by the travelling public or by the Railway staff themselves.

Reply of Government

Zonal Railways have already been directed to pay special attention to the proper maintenance of the water coolers provided at stations with a view to keep them in working order.

This recommendation of the Railway Convention Committee, 1971 has been reiterated to the Railways to ensure that the misuse of the facility is minimised by taking suitable steps such as frequent checks, provision of enclosures/manning of water coolers at important stations etc.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 102, Para No. 4.56)

As complaints continue to be voiced about the inadequacy of these facilities as well as poor maintenance thereof, the Committee consider that the supervisory officers should be asked to personally ensure that the water supply arrangements are adequate and in proper working condition at all times. Inspecting Officers should also ensure the adequacy and proper maintenance of drinking water facilities at the stations during their visits and include the same in their Inspection Reports. Responsibility for lapses if any, in this matter should be promptly fixed. The Committee need hardly emphasise that adequate funds will continue to be earmarked by the Railways for this purpose.

Reply of Government

The recommendations of the Committee have been accepted and brought to the notice of Railways reiterating the instructions issued so far on the subject and for ensuring position of "flush" type or "Aqua privy" type, or "dug well" type latrines, provision of clean and adequate cool drinking water at all stations big and small, proper maintenance of hand pumps, tube wells, water coolers and other accessories particularly during summer months and to make sustained efforts to tone up the maintenance works. It has also been emphasised that officers going on line on inspection should check up the position of all these accessories and point out any defect or lapse and apportioning of responsibility for the same at the appropriate levels and taking such other suitable action. Instructions have also been reiterated to electrify the stations where electricity is available.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 103, Para No. 4.57)

The committee have noted with interest the experiments made by the Railways for provision of water coolers in IIIrd Class Sleeper Coaches but these are stated to have been abandoned as it was found extremely difficult to maintain these water coolers. The feasibility of providing additional water tanks in coaches of long distance trains is also stated to have been examined but found impracticable due to limited availability of space. The Committee would like the RDSO to further explore the possibilities of supplying potable water in coaches of long distance Mail|Express trains. They consider that it should not be beyond the ingenuity of the Railways to cater to this requirement which will be very much appreciated by the travelling public.

Reply of Government

It is mentioned that water coolers were originally provided to give the passengers an amenity which it was hoped would be appreciated by the travelling public. It was only after we found practical difficulty in maintaining a satisfactory service that it was given up. It was felt that if a service is to be provided it must be maintained satisfactorily.

In regard to providing potable water, this has also engaged the attention of the Railways, but here again it has to be considered that the long distance trains run through many stations both small and big and it is difficult to provide potable watering arrangement for carriages at each of them. However drinking water is provided at most stations and during the summer these arrangements are strengthened.

The Committee's recommendation has been taken note of for further processing.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Further information called for by the Committee

Please indicate the precise progress made in the matter.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974.]

Reply of Government

The various possibilities of supplying potable water in coaches of long distance Mail|Express Trains is still under review by the

Research Designs & Standardisation Organisation. More time will be required for this study as the initial indications do not show possibilities of further increases without an appreciable alteration to the existing designs.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4223/II dt. 27-7-1974.]

Recommendation (S. No. 104, Para No. 4.61)

The Committee would like the Ministry to take expeditious steps for electrification of all stations where electric supply is available in the vicinity. Close liaison may be maintained in this regard with the State Electricity Boards so that the programme for progressive electrification of all stations keeps pace with the electrification schemes of the State Governments.

Reply of Government

The Committee may rest assured that constant liaison is being maintained with the State Electricity Boards to ensure that the progressive programming of electrification of stations follows closely the electrification schemes of the State Governments. It would, however, be appreciated that unless electricity at low tension is available in the vicinity of the stations, it would not be possible to electrify the stations, due to prohibitive cost of service connections.

The observation of the Railway Convention Committee has been reiterated to the Railways, so that close liaison is continued to be maintained with the State Electricity Boards regarding their programmes for the electrification schemes.

[Ministry of Railways (Railway Board) O.M. No. 73-B
(RCC)-4226 dated the 24th October, 1973.]

Recommendation (S. No. 105, Para No. 4.67)

The Committee have in para 2.65 of their Third Report recommended that the Railways should undertake a quick survey of the adequacy of booking windows and booking clerks, particularly at important junction stations which deal with heavy passenger traffic and take necessary remedial measures in this regard.

Reply of Government

The Committee's observations about Railways undertaking a quick survey of the adequacy of booking windows particularly at

important junctions dealing with heavy passenger traffic have been noted for necessary action.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973.]

Further information called for by the Committee

Please indicate whether the survey suggested by the Committee has since been carried out. If so, what are the findings and the action taken in pursuance thereof.

(L.S.S. O.M. No. 14/73-RCC dt. 24-5-1974)

Reply of Government

As already stated, the adequacy of booking facilities at all stations is kept under constant review and additional counters are provided wherever considered necessary. The Railways have already been asked to undertake a quick survey of booking facilities at all important railway stations and take remedial measures to avoid inconvenience to passengers in purchasing their tickets. Reports indicating the results of the survey are still awaited from the Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dt. 8-7-1974]

Comments of the Committee

The Committee are not happy at the delay in taking action to provide additional booking facilities. They find that this matter is still in the survey stage. They would like concrete action to be taken for augmenting the booking facilities particularly for second class passengers, where necessary, on an urgent basis.

Recommendation (S. No. 106, Para 4.68)

The Committee have no doubt that the Committee of Members of Parliament which is currently examining the procedure for booking and reservations on Railways will examine the problem in all its aspects and that necessary action in pursuance thereof will be taken to bring about tangible improvements.

Reply of Government

The Committee's observations have been noted.

The report of the Committee on Reservations and Bookings headed by Shri Krishan Kant, M.P. has not yet been received. Necessary action will be taken on receipt of this report to implement

the recommendations of the Committee accepted by the Government

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973.]

Further information called for by the Committee

Please indicate the latest position in the light of the recommendations of the Committee on Reservations and Bookings.

[L.S.S. O.M. No. 1/4/73-RCC dt. 24-5-1974]

Reply of Government

The Committee on Reservations & Bookings in their First Report submitted in October, 1973 made the following three recommendations:

1. The time-limit for advance reservations should be one year for all classes of accommodation.
2. The working hours for all classes of reservation should be uniform and the reservation offices at all major stations should function on two-shift basis, for 16 hours a day; and
3. (a) There should be no limit on the size of the waiting list;
- (b) The waiting list should not lapse on the departure of the train; and
- (c) Provision of Reservation Booths for waitlisted passengers on all important stations should be strictly implemented.

The above recommendations of the Committee were examined and the decision of the Government thereon is given below:

Recommendation No. 1—This has not been finally accepted for implementation.

Recommendation No. 2—Accepted. Railways have been asked to introduce these arrangements at Calcutta, Bombay, Madras, Delhi, Bangalore City, Ahmedabad, Lucknow, Kanpur, Secunderabad and Pune Stations.

Recommendation No. 3—(a) This has not been accepted.

(b) This is under consideration.

(c) Accepted. Railways have been asked to implement this part of the recommendation at all important stations.

The final report of the Committee on Reservations and Bookings is awaited and necessary action will be taken to implement such recommendations as are accepted by the Government.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dt. 27-7-1974.]

Recommendation (S. No. 107, Para 4.69)

One aspect of the matter to which the Committee would like to draw attention of the Ministry is that the reservation charts for Third Class Passengers are mostly written in hand and are not, therefore, quite legible. This leads to avoidable confusion at the last moment which is sometimes taken advantage of by unscrupulous elements amongst the staff to harass the passengers and indulge in malpractices. The Committee would like the Ministry to issue instructions that all reservation charts including those for III Class passengers should be invariably typed. It should also be ensured that these are not only displayed well before the departure time of the train but that the boards are well lit and hung at prominent places on the platforms. Railway staff should also be instructed to give guidance to the passengers, particularly those belonging to the IIIrd Class, in locating reserved seats. Any disregard of these instructions should be taken serious note of.

Reply of Government

The Committee's observations have been noted. At important junction stations where the quantum of reservations justifies provision of typists, reservation charts are typed. In other cases where the number of reservations handled is small, the charts are prepared in manuscript and efforts made to see that clear and legible copies are exhibited on platforms and trains.

Instructions exist with the Railway Administrations that reservation charts for upper and third class sleeper berths/seats should be prominently displayed on illuminated boards on the platform at important stations one hour before the departure of the train. Ticket Collectors on platforms help passengers in locating their reserved berths/seats. Officers and Supervisors conduct

checks from time to time to ensure that the instructions are complied and suitable action is taken against the staff concerned in the event of any irregularity|deficiency coming to notice.

The various aspects concerning reservation are also being examined at present by the Committee on Reservations and Bookings under the Chairmanship of Shri Krishan Kant, M.P. Necessary action will be taken on receipt of this report to implement the recommendations of the Committee to bring about further improvements.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dated 24th October, 1973]

Recommendations (S. No. 108 and 109, Paras Nos. 4.84 & 4.85)

The Committee find that the Railways have not made any assessment so far of the demand for third class sleeping accommodation on trains involving overnight journey even though their policy is to provide such accommodation not only on Mail|Express trains but passenger trains as well. It was, however, admitted in evidence, that there was "plenty of demand" for such accommodation.

The Committee would like the Ministry to make a detailed assessment of the requirements of sleeping accommodation for third class passengers particularly on Mail|Express trains on trunk routes and to prepare a time-bound programme for provision of this facility on all trains involving over-night journey, subject to the demand being sufficient.

Reply of Government

The recommendations have been noted for compliance.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dated 24th October, 1973]

Further information called for by the Committee

Please state precisely the action taken in pursuance of these recommendations.

(L.S.S. O.M. No. 1|4|73-RCC dated 24-5-1974)

Reply of Government

Railways were asked to conduct a survey to assess the demand for sleeping accommodation on all trains involving night journeys and furnish their recommendations for augmentation|introduction of sleeper coaches on various trains. Reports furnished by the Railways indicate that the requirements of sleeper coaches on

present trend of traffic would work out to about 300 B.G. and 70 M.G. sleeper additional coaches. Provision has been made for these coaches in the Rolling Stock programme.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223|II dt. 27-7-1974]

Recommendation (S. No. 110, Para No. 4.87)

The Committee further recommend that the Ministry of Railways should carefully work out the economics of all new proposals before introducing them even on an experimental basis with a view to ensure that the new facilities are not subsidised by the common man.

Reply of Government

The Committee's observation has been noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 1st March, 1974]

Recommendation (S. No. 111, Para No. 4.94)

The Committee note that the occupancy ratio of the retiring rooms varies considerably from place to place being as low as 3 per cent in case of Kanpur-Anwarganj. This point was commented upon by the Railway Catering and Passenger Amenities Committee also. The Committee would like the Ministry to examine if these rooms could not be put to better use at places where their occupancy is less than 40 per cent so that the expenses incurred on their maintenance and up-keep could be justified.

Reply of Government

The observation of the Committee is noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dt. 1st March, 1974]

Further information called for by the Committee

Please state precisely the action taken in pursuance of these recommendations.

(L.S.S. O.M. No. 1|4|73-RCC dt. 24-5-1974)

Reply of Government

On the basis of an assessment made in 1971 of the occupancy of re-

tiring rooms, guidelines were indicated to the Railways for provision of retiring rooms and they were asked to review the existing facilities in the light of these guidelines and decide about putting to alternate use such of the retiring rooms as did not show a net earning equal to the cost of repairs and maintenance. The present recommendation of the Committee about better use of the retiring rooms at places where their occupancy is less than 40 per cent has been brought to the Zonal Railways for necessary action.

2. The matter will be pursued with the Zonal Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II dt. 27-7-1974]

Recommendation (S. No. 112, Para No. 4.95)

The Committee would further like the Railway Board to maintain data about the occupation of the retiring rooms by Railway staff and the general public separately so that their real utility to the travelling public could be determined.

Reply of Government

The zonal railways have been advised to implement the above recommendation of the Committee.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dt. 1st March, 1974]

Recommendation (S. No. 113, Para No. 4.96)

The Committee further note that there is a wide variation in the rental charges for this facility from place to place and that in the case of the Northern Railway at least, the position has not been reviewed over the past 30 years. The Committee would like the Ministry to undertake a comprehensive review of the position in this regard on all Railways with a view to standardising the charges, which should not exceed Rs. 10 for a double bed room. For additional cots provided in emergency, a sum of Rs. 1/- per bed may be charged. In places where the occupancy of the retiring rooms is relatively poor, it may even be worthwhile to reduce the rental charges.

Reply of Government

The observation of the Committee is noted. The Railway Administrations have been requested to examine the matter in detail.

[M/o Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 1st March, 1974.]

Further information called for by the Committee

Please state if the charges of retiring rooms have since been standardised. If so, please furnish a copy of the revised schedule of charges.

(L.S.S. O.M. No. 14/73-RCC dated 24-5-1974)

Reply of Government

The matter is under consideration of the Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223|II, dt. 27-7-1974].

Comments of the Committee

The Committee would like the Ministry of Railways to expedite the review regarding the charges for retiring rooms at various places so as to standardise the same, as far as possible.

Recommendation C.S. No. 114, Para No. 4.97)

The Committee would further like to point out that the maintenance and upkeep of the retiring rooms, particularly at smaller stations, leaves much to be desired. They would like the Railway Board to impress upon the Zonal Railway Administrations the need to keep these rooms in a neat and tidy condition at all times and to ensure that the sanitary and electric fittings are in good shape and in working order.

Reply of Government

The Railway Administrations have been advised to tighten up their arrangements for the maintenance and upkeep of the retiring rooms.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226, dt. 1st March, 1974].

Recommendation (S. No. 115, Para No. 4.103)

The Committee note that the Railways have so far provided 71 dormitory type of retiring rooms with a total of 398 beds at 54 Railway stations in the country and that instructions have been

issued for construction of more dormitories in all pilgrim centres and other places where meals are held.

Reply of Government

The observation of the Committee is noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226, dt. 1st March, 1974].

Recommendation (S. No. 116 Para No. 4.104)

As the dormitories provide cheap accommodation to the travelling public for a short stay of upto 24-hours, the Committee welcome the proposal to provide more dormitories. In order that full advantage is taken of this facility by the travelling public, the Railways would do well to standardise the charges at a moderate level, say Rs. 2 per bed. The services of caretakers may also be provided to look after the comforts of passengers and their luggage etc.

Reply of Government

The observation of the Committee is noted. The Railway Administrations have been requested to examine the matter in detail.

[M/O Railways (Railway Board) O.M. No. 73-B(RCC)-4226, dt. 1st March, 1974].

Further information called for by the Committee

Please state precisely the action taken in pursuance of these recommendations.

(L.S.S. O.M. No. 1/4/73-RCC, dated 24-5-1974)

Reply of Government

The matter is being examined in consultation with the Zonal Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II, dt. 27-7-1974].

Comments of the Committee

The Committee would like the Ministry of Railways to expedite action in the matter of standardising the charges for dormitories.

Recommendation (S. Nos. 117—120, Para Nos. 4.128—4.131)

While taking note of the various facilities provided by the Railways for attracting tourists both from within & without the country, the Committee consider that there is still abundant scope for providing more facilities for travel by rail, particularly to the overseas visitors to whom this vast country with its rich cultural heritage, offers much to see.

The Committee consider that the technological advancements made by Indian Railways in recent years should be fully exploited to cater to the requirements of overseas visitors. The Railways should look upon tourist traffic not so much as a direct source of earnings for themselves but as source of earning much needed foreign exchange for the country.

In this connection, the Committee welcome the proposal to set up in the Ministry of Tourism and Civil Aviation, a Tourism Cell manned by personnel drafted from the Railways for facilitating better liaison between the two Ministries. The Committee hope that with better co-ordination and aggressive salesmanship, it would be possible for the Railways to attract more foreign tourists and that the facilities provided for them would be suitably augmented and brought to international standards. The position in this regard should be kept under constant review and high-lighted in the annual Reports of the Railway Board.

So far as home tourists are concerned, the committee consider that notwithstanding the problem of overcrowding which in any case is confined mostly to trunk routes, the Railways should take more energetic steps for fostering this traffic in the interest of national integration as well as augmenting their own earnings. As the country abounds in places of tourist and religious interest, the Committee consider that the earnings of the Railways can be considerably augmented by drawing up attractive package programmes in liaison with travel agencies. The Railways would also do well to study the measures adopted by Railways in some of the advanced foreign countries to attract tourist traffic.

Reply of Government

The observations of the Committee are noted.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226,
dt. 1st March, 1974].

Further information called for by the Committee

Please state precisely the action taken in pursuance of these recommendations.

(L.S.S. O.M. No. 14/73-RCC, dt. 24-5-1974)

Reply of Government

Apart from the various steps that have been taken by the Railways to cater for tourist traffic, as indicated in paras 4.105 and 4.106 of the Fourth Report of the Committee (1971), the Railways have since introduced provision of special trains for educational tours of students on liberal terms, i.e. at 50 per cent concession in II Class fares, with free kitchen car and free travel for cooks. This facility would help national integration, affording the student community opportunities to have a direct and comprehensive view of the cultural and economic unity of the country and to see for themselves making of modern India.

As the Committee are already aware (*vide* para 4.110 of their Fourth Report), in order to facilitate better liaison between the Department of Tourism and the Railways, the proposal to set up a Tourist Cell is under consideration. Though the proposed Tourist Cell will be primarily concerned with foreign tourists, the cell, when set up, will also be asked to draw up attractive package programmes for the home tourists in liaison with travel agencies.

The measures being adopted by Railways in some of the advanced foreign countries to attract tourist Traffic are also being ascertained.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223]II, dt. 27-7-1974].

Recommendation (S. No. 121, Para No. 4.132)

The Committee would in particular urge the Railways to provide more and more facilities to students and workers to see the country. Special 'See Your Country' trains may be run for the benefit of the student community as well as the rural and industrial workers with the cooperation of the State Governments and educational authorities.

Reply of Government

Railways are already providing facilities for group travel in special trains and reserved coaches subject to the conditions laid

down in I.R.C.A. Coaching Tariff, Part I. Concession in rail fares is also allowed to the students, teachers, kisans and industrial workers.

From May, 1973, the running of special trains for educational tours of the students has been permitted as a regular measure on liberal conditions which allow for 50 per cent concession in third class fares, a free kitchen car and free travel for four cooks or servants in each special train. The train can be organised by or on behalf of any recognised educational institution and is run to itinerary desired by the party. All State Governments have also been addressed bringing the availability of this facility to their notice so that more and more students might be encouraged to see our vast country and the developments that have taken place after Independence.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226,
dated 24th October, 1973]

Recommendation (S. No. 122, Para No. 4.139)

The Committee consider that proper upkeep of the various passenger amenities is as important as their provision. While instructions do exist for ensuring that maintenance aspect receives constant attention of the staff concerned, the experience of the travelling public would not appear to testify the claims made by the Railways in this regard. The sanitary conditions particularly in the Third Class waiting halls, lavatories and bath rooms are far from satisfactory. The Committee consider that it is certainly not for want of staff or funds that an appreciable improvement has not been found possible. While special drives in this regard may help to improve matters for sometime, they do not provide any alternative for sustained efforts which alone can provide an answer to this problem.

Reply of Government

The recommendation of the Committee has been accepted and brought to the notice of Railways for ensuring that sustained efforts are made to tone up the general standard of cleanliness and maintenance at the stations by frequent surprise checks by officers and supervisors, apportioning of responsibility at the correct levels and taking disciplinary action against those found negligent in the performance of their duties. The Railways have also been directed to

ensure that the facilities provided are properly maintained and looked satisfactorily.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226, dated 24th October, 1973].

Recommendation (S. No. 123, Para No. 4.140)

The Committee expect the Ministry to ensure that any dereliction of duty by the staff concerned will be visited with suitable punishment and that no efforts will be spared to ensure that the facilities provided at great expense to the common man are properly maintained and looked after so as to be of maximum service to the travelling public.

Reply of Government

The recommendation of the Committee has been accepted and brought to the notice of Railways for ensuring that sustained efforts are made to tone up the general standard of cleanliness and maintenance at the stations by frequent surprise checks by officers and supervisors, apportioning of responsibility at the correct levels and taking disciplinary action against those found negligent in the performance of their duties. The Railways have also been directed to ensure that the facilities provided are properly maintained and looked after satisfactorily.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 124, Para No. 5.45)

"The Committee note that departmental catering was introduced on the Railways in the year 1954 in pursuance of the recommendation made by a high Powered Catering Committee that 'Railways should set a standard for the contractors to emulate'. Departmental Catering now obtains at 102 stations and 26 pairs of trains out of about 2900 stations and 50 pairs of trains where catering facilities are provided on different Railways."

Reply of Government

The Committee's observation has been noted. At present departmental catering obtains at 110 stations and 26 pairs of trains on the Indian Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 125, Para No. 5.46)

"The Committee further note that the Railways are now considering extension of departmental catering facility on a selective basis and that 'Prestige' trains/stations and stations where suitable contractors are not forthcoming, would be given prior consideration."

Reply of Government

The Committee's observation has been noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 126, Para 5.47)

"The Committee observe that the Railways have been incurring losses of the order of about Rs. 6½ to 7 lakhs per annum on mobile units and that the combined results of working of both the static and mobile units (excluding Hotels) have also shown a declining trend of profitability, the figure having come down from Rs. 21.66 lakhs in 1968-69 to 18.19 lakhs in 1969-70 and still further to Rs. 12.25 lakhs in 1970-71. It has, however, improved to Rs. 18.55 lakhs in 1971-72 due to the increase in tariff with effect from 20th December, 1970, but for which the profits would have been still less."

Reply of Government

The Committee's observations are noted. Every endeavour is being made to improve the profitability of departmental catering.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226, dated 24th October, 1973].

Further information called for by the Committee

Please indicate the efforts made to improve the profitability of departmental catering during 1972-73 and 1973-74.

(L.S.S. O.M. No. 1/4/73—RCC, dt. 24-5-1974)

Reply of Government

During the year 1972-73 the departmental catering units have earned a profit of Rs. 14.89 lakhs i.e. 1.62 per cent on sales turnover of Rs. 8.70 crores. The margin of profit would have been better but for increase in the cost of raw materials and wages on account of IIIrd Pay Commissions' recommendation, whereas the tariff remained unchanged. The working results of departmental catering for the year 1973-74 are not yet available.

The important measures taken to improve the profitability of departmental catering units are as under:—

- (i) The price of tea/coffee which was last fixed in April, 1968 and of meals both Indian and Western style in December, 1970 have been raised with effect from 1-12-1973.
- (ii) The uneconomic departmental catering unit at Lower Haflong station has been closed.
- (iii) Departmental catering units at Mokameh, Thanjavur, Mayuram which were running in losses have recently been handed over to contractors.
- (iv) A detailed analysis of the working of departmental catering units is being made in order to determine whether units running at a loss are retrievable or not, with an idea of giving up irretrievable units.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II dated 27th July, 1974].

Recommendation (S. No. 127, Para No. 5.48)

“The Committee regret that information regarding savings effected in the staff employed by departmental catering establishments as recommended by the Railway Catering and Passenger Amenities Committee has not been furnished to them by the Ministry. The action taken with regard to another recommendation of this Committee that the question of abolition of departmental catering at small uneconomic units may be investigated has also not been indicated by the Ministry.”

Reply of Government

Recommendations made by the Railway Catering and Passenger Amenities Committee regarding reduction in staff costs in departmental catering establishments and abolition of uneconomic departmental catering units were accepted and Railways were directed to implement the same.

It is, however, regretted that the further information as desired by the Railway Convention Committee could not be furnished in time as the details had to be collected by the Railways from each departmental catering unit.

As a result of review of strength of staff in departmental catering units on Railways, however an annual saving of Rs. 5,20,807 was

effected during the period from 1969-70 to 1971-72. This saving includes the staff surrendered as a result of abolition of certain units and also reduction in the staff strength of some of the existing units.

Action was also taken as recommended by the Railway Catering and Passenger Amenities Committee to abolish the following uneconomic departmental catering units:—

- (i) Dining car service on 19DN/20UP Dehra Dun Express with effect from 1-10-1968.
- (ii) Transfer of departmental dining car service on 23DN/24UP Delhi-Bombay Janata Express to a contractor with effect from 15-11-1968.
- (iii) Restaurant car service on 201UP/202DN Pune-Bangalore Mail with effect from 15-5-1970.
- (iv) Transfer of departmental dining car service on 1UP/2DN Howrah-Delhi-Kalka Mail between Mughalsarai and Delhi to a contractor with effect from May 1972.
- (v) Departmental catering unit at Ghaziabad.

It has also been recently decided to abolish the uneconomic departmental catering units at Mayuram, Thanjavur and Cochin Harbour Terminus stations.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 128, Para, 5.49)

“In the absence of the above information and considering the steep fall in the profitability of the departmental catering services, static and mobile (the latter in fact is a losing activity), the Committee are not sure if the measures stated to have been taken by the Railways to bring down the overhead costs and to streamline the system of procurement of raw materials with a view to effect economies in bulk purchases consistent with the quality of supplies have yielded any concrete results. The Committee recognise that the rise in staff costs and in prices of food-stuffs may have contributed to the diminishing profitability of these services. They are, however, far from convinced if the Railways have taken all possible steps to effect economies and improve the efficiency of the catering services which alone can justify further extension of this facility.”

Reply of Government

Every endeavour is being made by the Railways to improve the profitability of departmental catering services, particularly the departmentally run mobile units. With regard to the measures taken to bring down the overhead costs, as a result of review of the strength of staff in departmental catering units on Zonal Railways, an annual saving of Rs. 5,20,807 was effected during the period from 1969-70 to 1971-72. In fact, during the year 1971-72, the loss on departmentally run mobile catering services, despite the rise in the staff costs and in prices of food-stuffs, was brought down to Rs. 0.49 lakhs as against Rs. 5.42 lakhs in 1970-71 and Rs. 6.45 lakhs in 1969-70.

The working of each departmental catering unit static as well as mobile—which has been incurring losses or which has shown diminishing profits, is being again reviewed to find out the extent to which further economy measures can be adopted.

As an important step in the direction of making mobile catering financially viable, dining cars are being replaced by pantry cars gradually on the main trunk routes. Food is picked up from catering units at suitable points en-route and stored in pantry cars which are equipped with arrangements for keeping food hot. Under this arrangement part of the pantry bogie carries passengers thereby increasing accommodation on trains for passengers and revenues for Railways. The arrangement envisages profit not only through catering but also better revenue by making available more accommodation for passengers.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 1st March, 1974].

Recommendation (S. No. 129, Para 5.50)

Out of 21 mobile catering units run departmentally for which separate figures have been supplied to the Committee, 13 mobile units were running in loss in 1970-71. Catering losses on the Punjab Mail have gone up from Rs. 86,000/- in 1968-69 to Rs. 1.83 lakhs in 1970-71. In case of certain other trains like 103/104 Deluxe A.C. Express, the Coalfield Express, the Black Diamond Express and the Bombay Central-Ahmedabad A.C. Express the profits have not only completely eroded over the above period but these services are now running into losses. Yet in some other cases like those of Bangalore-Poona Mail and the Howrah-Bombay Mail (via. Nagpur) the losses have either increased or the profits have declined considerably.

Reply of Government

During the year 1971-72 the departmentally run mobile catering services on the Railways incurred a loss of Rs. 0.49 lakhs as compared to Rs. 5.42 lakhs during 1970-71 and Rs. 6.45 lakhs during 1969-70.

Every endeavour is being made by the Railways to improve the profitability of dining car services. As an important step in the direction of making mobile catering financially viable, it has been decided to eliminate cooking in running trains by replacing dining cars with pantry cars equipped with arrangements for keeping food hot and picking up 'ready to serve meals' from catering units at various points en route. This arrangement has already been introduced on the Frontier Mail and Paschim/A.C. Expresses on the Bombay-Delhi route, Grand Trunk Express on the Madras-Delhi route and 1 Up/2 Dn. Mail between Mughalsarai and Delhi on Howrah-Delhi route. It is proposed to gradually extend the scheme to cover all the trunk routes in a phased manner. Under this arrangement, part of the pantry bogie will carry passengers, thereby increasing accommodation on trains for passengers and revenues for Railways. The system will, therefore, yield profit not only through catering but also release accommodation for passengers.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226/II dated 8-7-1974].

Recommendation (S. No. 130, Para 5.51)

The Committee understand that catering on a prestigious train like the Howrah-Delhi-Kalka Mail was handed over back to a private contractor as the Railways were incurring losses on this service. That losses still continue to be incurred on a number of other trains also is indicative of the fact that the original objective of taking over catering under departmental management so as to 'set a standard for the contractors to emulate' is far from being achieved.

Reply of Government

Sustained efforts are being made by the Railways to improve the standard of catering and the profitability of dining car services. This will be evident from the fact that during the year 1971-72, the departmentally run mobile catering services on the Railways incurred a loss of Rs. 49,000 only as compared to Rs. 5.42 lakhs in 1970-71 and Rs. 6.45 lakhs in 1969-70.

For making mobile catering financially viable, the conventional

dining car service is being gradually replaced by the system of picking up "Ready to Serve" meals from modernised base kitchens established at various points en-route. This arrangement already introduced on certain important trains, is proposed to be gradually extended to cover all the trunk routes in a phased manner. Under the scheme, the dining car is replaced by a pantry car, a part of which also carries passengers, thereby increasing accommodation on trains for passengers as well as revenues for Railways. The system will, therefore, yield profit not only through catering but also release accommodation for passengers.

On the Howrah-Kalka Mail also arrangement on similar lines has been introduced. The contractor is required to pick up 'ready to serve' food from departmental catering units en-route and serve to passengers.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 1st March, 1974].

Recommendation (S. No. 131 Para 5.52)

"The Committee would, therefore, like the Ministry to undertake a comprehensive review of working of the departmental catering services so as to identify the specific services (Division wise in case of static units) on which losses are occurring or which are showing diminishing returns and to ascertain the precise reasons therefor to facilitate necessary remedial action. The results of such a study may be placed before the next Railway Convention Committee."

Reply of Government

The matter is under examination. Preliminary steps have been taken to collect the data required for the study.

[M/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 1st March, 1974]

Further information called for by the Committee

Please state the latest position in the matter.

[L.S.S. O.M. No. 1/4/73-RCC dated 24-5-1974]

Reply of Government

The data required to review the working of departmental catering units is being collected.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223/II dated 8-7-1974]

Comments of the Committee

The Committee would like concrete action to be taken improve the catering facilities and to improve efficiency of service.

Recommendation (S. No. 132, Para 5.53)

The Committee observe that the Ministry now propose to phase out the dining cars gradually and to provide meals from static units in order to effect economies. Incidentally, the replacement of dining cars by pantry cars would release some space for accommodating passengers. They further note that the additional revenues by way of increased passenger earnings that would accrue if all dining cars were withdrawn would be to the extent of Rs. 6 to 8 crores per annum.

Reply of Government

The observation of the Committee has been noted.

IM/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 1st March, 1974.

Recommendation (S. No. 133, Para 5.54)

The Committee would like the Ministry to ascertain public reaction over a period of time to the revised scheme of serving meals from static units which has been introduced as an experimental measure on certain trains so as to ensure that withdrawal of the dining car facility does not cause any hardship to long distance passengers.

Reply of Government

The Committee's observation has been noted. Railways have been advised to obtain passenger reaction in regard to "ready to serve meals".

IM/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 1st March, 1974.

Recommendation (S. No. 134, Para No. 5.55)

As complaints continue to be voiced both in Parliament and outside that the quality of food stuffs served by the Railways, leaves much to be desired, the Committee would like the Ministry to ensure that such complaints from whatever quarter they come,

are promptly attended to and steps taken to rectify the shortcomings.

Reply of Government

The Committee's observation has been noted. Every endeavour is being made by the Railways to improve the standard of catering service and take prompt remedial action on deficiencies brought to light either through public complaints or through railway's own machinery for inspections and checks.

Some of the steps taken in recent months to improve catering on Railways are indicated below:—

- (1) For supplying better quality of food to passengers in trains, cooking in dining cars on selected trains has been replaced by picking up pre-cooked food from modernized base kitchens set up en route. Food in Trays is stored in hot cases at the base kitchens, later transferred to hot cases in the pantry car on trains and served to passengers at meal time. The advantages of this scheme are:—

- (a) Food is kept hot.
- (b) There is no complaint for want of cleanliness.
- (c) The scene of washing has been removed from the pantry cars to the base kitchens.

For implementing these arrangements, the base kitchens have been equipped with modern appliances and gadgets to enable a more satisfactory and hygienic service to be provided to the passengers.

The above arrangement has been introduced on the Frontier Mail and Paschim/A.C. Express on the Bombay-Delhi route, the Grant Trunk Express on the Madras-Delhi route and on IUP|2DN Mail between Mughalsarai and Delhi on the Howrah-Delhi route. It is proposed to extend this system to cover a few more long distance trains on the trunk routes.

- (2) On certain selected trains where at present no dining car or buffet car runs and on which it might be desirable

to introduce a dining car, keeping in view that the addition of a dining car on a train would result in accentuating overcrowding which already exists on the trains, arrangements have been made as an alternative, to keep hot and fresh food stored in thermo-cool boxes in coaches and served to the passengers.

- (3) For making available food at cheap rates to the bulk of passengers, low-priced packed meals costing Re. 1 per packet have been introduced at various important stations. These have proved quite popular with the travelling public.

LM/o Railways (Railway Board) O.M. No. 73-B(RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 131 Para 5.56)

The Committee feel that one of the best means of ensuring quality is to lay down the specifications as precisely as possible. Where it is possible to obtain ISI/AGMARK ingredients/materials, these should be given preference in the interest of assured quality.

Reply of Government

The Committee's observation relating to laying down of specifications as precisely as possible is noted.

As far as possible, Railways procure ISI/AGMARK quality ingredients for use in the Departmental Catering establishments wherever such items are available in the market. Purchase of other items is also made from institutions like Super Bazar, Cooperative Societies and semi-Government organisations. Tinned provisions, etc. of standard brands are purchased from manufacturers or their distributors.

[M/o of Railways (Railway Board) O. M. No. 73-B(RCC)-4226 dt. 1st March, 1974].

Recommendation (S. N. 136, Para No. 5.57)

The Committee attach the highest importance to the observance of cleanliness in the kitchen where the food is prepared. The Committee would impress on the Railways to take up the work of modernising the kitchens on a priority basis to ensure that the food is prepared in a most hygienic manner free from any contamination

The Committee would suggest that the Railways may take the assistance of catering Institutes and other public sector undertakings who have experience in catering.

Reply of Government

The Railway have already embarked on a systematic programme for modernizing the kitchens to ensure that food is prepared in a most hygienic manner. In pursuance of this programme, modern kitchens have been recently set up at the following stations:—

(1) New Delhi-Bombay route

- (a) New Delhi
- (b) Kota
- (c) Bombay Central

(2) Delhi-Madras route

- (a) Amla
- (b) Balharshah

(3) Delhi-Howrah route

- (a) Tundla
- (b) Kanpur
- (c) Allahabad
- (d) Patna Jn.
- (e) Howrah.

Other measures which have been are being taken for ensuring better cleanliness in catering arrangements are indicated below:—

- (i) Cooking in dining cars on certain trains has been replaced by picking up Ready to Serve food from modernized base kitchens en route. Food in trays is stored in hot cases at the base kitchens, later transferred to hot cases in the pantry car of trains and served to passengers at meal time. The advantages of this arrangement are that the pantry cars can be kept clean, the service is more hygienic, washing in moving trains is eliminated and the bearers can remain in clean uniforms on the run of the train.
- (ii) Modern culinary techniques and appliances are being gradually introduced in selected catering units. These include procurement of equipments such as hot cases, insulated trolleys, gas cylinders, sterilizers, etc.

- (iii) Departmental catering staff are being sent for training to the Institute of Catering Technology and Applied Nutrition, Bombay, as per a phased programme to enable them to develop professional competence in the field of catering.

It is also proposed to introduce gradually the arrangement of picking up Ready to Serve food on all the main trunk route trains and modern base kitchens would be set up progressively.

[M./ of Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th October, 1973].

Recommendation (S. No. 137, para 5.58)

The Committee note that the Railways have decided to introduce food packets on an increasing scale to meet the needs of the travelling public. The Committee would stress that the constituents of food packets should be most carefully selected having regard to the nutritious value of the ingredients and the need for encouraging the habit of having a well-balanced and wholesome diet. Every care should be taken to see that the food served in packets is hygienic and free from any health hazards.

Reply of Government

The Committee's recommendation has been noted.

[M./of Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th October, 1973].

Recommendation (S. No. 138, para 5.59)

The Committee find that at several railway stations, milk bars have already been set up. Now that the dairy schemes are making headway in many parts of the country, the Railways should review the position to see that wherever State approved or sponsored dairies are functioning milk bars are established to sell milk and milk products at reasonable rates to the travelling public.

Reply of Government

The recommendation has been accepted and brought to the notice of the Railways for implementation to the extent found feasible.

[M./of Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 1st March, 1974].

Further information called for by the Committee

Please indicate the precise progress made in the matter.

(L.S.S. O.M. No. 14/73-RCC dt. 24-5-1974)

Reply of Government

Instructions have been issued to the Railways to implement the recommendation of the Committee to the extent found feasible after undertaking a survey of the dairy facilities available at stations where milk-bars have not yet been opened. Reports on precise progress made in this respect are awaited from the Railways.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223|II
27-7-1974].

Recommendation (S. No. 139, para 5.60)

The Committee would also suggest that the Railways should, in conjunction with Modern Bakeries, establish stalls for sale of bread at suitable places. The Committee need hardly point out that bread is becoming increasingly popular all over the country and supply of wholesome bread would go a long way to serve the needs of the travelling public.

Reply of Government

The Railways have already instructions to procure Bread from Modern Bakeries India Ltd. through their various Bakery Units, for sale to passengers at railway stations. These instructions have again been reiterated to the Railways who have been asked that wherever Modern Bakery Bread is available, the same may be obtained and sold to the passengers through stalls and Refreshment Rooms at the stations.

As stalls and Refreshment Rooms can easily stock Modern Bakeries Bread, the establishment of separate stalls is not considered necessary.

[M./ of Railways (Railway Board) O. M. No. 73-B(RCC)-4226
1st March, 1974].

Further information called for by the Committee

Please indicate the names of stations where Modern Bread is now available.

(L.S.S. O.M. No. 1|4|73-RCC dt. 24-5-1974)

Reply of Government

Detailed information is being collected.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4223|II
8-7-1974].

Recommendation (S. No. 141, Para, No. 5.62)

The Committee note that Railway hotels are a historical legacy and although they are a profitable proposition, it has been decided to hand over the hotel at Aurangabad to the ITDC and that the question of transferring the other two also would be considered in case the Corporation were interested in taking them over. As the ITDC with their experience of running prestigious hotels are obviously in a better position to run them, the Committee suggest that a decision to hand over the hotels at Puri and Ranchi, both of which are places of tourist interest may be taken expeditiously by Government.

Reply of Government

The Ministry of Railways have already taken a decision in principle to hand over the Railway hotels at Puri and Ranchi to the India Tourist Development Corporation. The matter is being pursued with the I.T.D.C.

[M/O. Railways (Railway Board) O.M. No. 73-B (RCC-4226
dt. 24th October, 1973]

Further information called for by the Committee

Please indicate the latest position in the matter.

[L.S.S. O.M. No. 14/73-RCC dt 24-5-1974]

Reply of Government

The matter is still being pursued with I.T.D.C.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-
4223/II dt. 8-7-1974]

Comments of the Committee

The Committee would urge that the question of transferring the Railway hotels at Puri and Ranchi to the India Tourism Development Corporation may be finalised and implemented expeditiously.

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENTS REPLIES

Recommendation (S. No. 13, Para No. 1.44)

The Committee note that the Railway Board propose to convert the workshop at Izatnagar (N.E. Railway) into a coach factory. As the capacity in a number of other loco, carriage and wagon repair workshops, particularly those which have past experience in manufacturing passenger carriages also, is likely to become surplus with the extension of electric/diesel traction, the Committee would like the Railways to prepare a comprehensive plan for utilising such spare capacity for manufacture of coaches to meet the growing requirements during the Fifth Plan.

Reply of Government

To meet the increased requirements of coaches, it was felt necessary to develop additional facilities for construction of integral type coaches. Based on a detailed estimate of load and capacity carried out over an extended period, it was felt desirable that part of the Izatnagar Workshops of the North-Eastern Railway could be utilised for manufacture of coaches which would keep the additional investment to the barest minimum. The capacity at Izatnagar Workshop could be made available by transferring some of the conventional repair activity to other Workshops by rationalisation.

2. It may be clarified that with the increase in electrification and dieselisation, while the workload for steam locos to the extent they are reduced will come down, the overall repair workload in Workshops would considerably increase to meet the maintenance requirements of increased number of coaches, wagons, diesel and electric locomotives and their spares. The question of any surplus capacity in Railway Workshops, therefore, does not arise. It may also be pointed out that the experience of coach construction in the Repair Workshops was restricted to the manufacture of timber body coaches and not coaches to integral design which are now proposed to be constructed.

[M]O Railways (Railway Board) O.M. No. 73-B (RCC-4226
dt. 24th October, 1973]

Recommendation, (S. No. 19, Para No. 1.61)

The Committee would suggest that Government may consider appointment of a high powered task force which would ensure by means of an integrated planning that traction motors and other requirements of wheels, exles, etc. become available to the production units of Railways in accordance with the scheduled programme.

Reply of Government

Integrated planning on Railways is effected through the medium of the standing Directorates of the Board. The coordinating Directorate specifically concerned is the Railway Planning Directorate and all aspects relating to integrated approach on the different problems relating to equipment required is, therefore, processed by the concerned Directorates in close consultation with this Directorate. A final view is then endorsed by the Railway Board and sets into the train the necessary processes for the setting up of facilities etc., that may be required for any equipment.

2. Integrated planning in so far as components and materials required for production units are concerned has been organised by a Task Force at the Board's level. In so far as the individual production units are concerned, the necessary co-ordination is being ensured through the medium of the General Manager who has all the inter-disciplinary cadres available to him.

3. As regards traction motors, a tentative decision has been taken to set up a plant in collaboration with Messrs. Hitachi (Japan). As regards Wheel & Axle Plant, negotiations are well in hand with two manufacturers. There are full time officers specifically assigned to ensure rapid implementation of these two particular projects.

[M/o. of Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dt. 24th October, 1973].

Recommendation (S. No. 21, Para No. 1.75)

The Committee note the plea put forward by the Railways that the constraints of resources do not permit the Railways to divert the limited fleet of diesel engines from goods to passenger traffic, particularly because the former is a paying proposition while the latter is not. The Committee nevertheless consider that the problem of overcrowding which is confined to third class, is essentially a problem of the masses and the Railways, as a premier public organisation, are duty bound to take effective steps to mitigate the sufferings of the

third class passengers who contribute 87 per cent of the total passenger earnings (non-suburban) of the Railways. The massive investments made during the five year plans for modernisation and development of track, equipment, signalling and other facilities should make it possible for the Railways to provide much needed relief to the common man and to make conditions of travel comfortable to him.

Reply of Government

The observations of the Committee are noted. With the limited diesel locomotives available efforts are being made to increase the number of diesel hauled long distance trains to the maximum possible. In spite of the limitations of resources and sectional capacity, Railways are introducing more trains and extending the runs of existing passenger trains to the extent possible after assessing the needs of the particular sections/routes.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973].

Recommendation (S. No. 29, Para No. 1.93)

The Committee welcome the proposal for introducing diesel rail cars by converting Ashok Layland chassis into rail cars and replacing steam locomotives by a bus engine, for providing fast inter city service on the NG system wherever traffic warrants. They note that orders have already been placed for ten sets of 4-coach rail cars on the Golden Rock Railway Workshop. This measure would not only enable the railways to reduce the cost of operations considerably and to augment their earnings but would also dispel the impression in the public mind that the narrow gauge lines are given stepmotherly treatment by the railways.

Reply of Government

An order for six diesel narrow gauge rail cars had already been placed on the Mysore Workshop and these are intended for Southern Railway. The question of manufacture of 8 more rail cars was also under examination. However, in view of the present oil crisis, it would be prudent to defer the manufacture of any new rail cars for the time being.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 1st March, 1974].

Recommendation (S. No. 42, Para No. 1.134)

The Committee would also suggest that no further construction of air conditioned coaches should be programmed till the results of the above study are known and it is clear that these services are paying their way and the public need them.

The Committee are also strongly averse to the addition of coaches in higher classes to trains when it is well known that third class passengers have to travel in conditions of insufferable congestion.

Reply of Government

In view of the decision to continue provision of air-conditioned accommodation wherever justified, as mentioned in reply to recommendation No. 72, it is not considered necessary to stop construction of air-conditioned coaches at present. The costing of air-conditioned accommodation will be made alongwith coaching costing which has been taken up for study.

While augmentation of passenger accommodation in trains is considered, care is always taken to relieve over-crowding in third class by attaching third class coaches.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973].

Recommendation (S. No. 65, Para No. 2.19)

The Committee further note that the cost of maintenance of coaching stock is not maintained type-wise by the Railways. The Committee consider that such a data would provide a useful tool to the Railways to keep a check on the expenditure on maintenance of such stock and would also indicate if any particular type of stock has out-lived its utility. They would, therefore, like the Railways to maintain data about the cost of maintenance of all types of coaches including saloons.

Reply of Government

The coaching stock is maintained for periodical overhaul and special repairs in Railway Workshops and for running repairs in the Carriage Depots of the Divisions. The maintenance cost of coaching stock would vary not merely for the different types of coaches namely I.C.F., B.E.M.L., I.R.S. and non-standard but would also vary for different classes of coaches in the same type. Further age of coaches

increase the repair load involved, particularly during periodical overhauls and even coaches of same age, same type and same class have vastly varying repair cost dependent on actual condition of coaches when they are undertaken for repairs. This is particularly so because damage to coaches through vandalism and thefts cannot be on a uniform pattern. Under the circumstances if the accountal of maintenance cost is made more elaborate to cover hundreds of different types of coaches separately, the task would become colossal and very difficult to implement and at the same time considerably costly. The condemnation of every single coach is based on a detailed assessment to determine whether the coach has outlived its utility on economic considerations.

It may be added that to make the accountal procedure more elaborate even in Workshops, there would be need to increase substantially the unproductive clerical work so that the materials are indented, stocked and accounted separately for each type of coaches against the present system in which common items are drawn in bulk from the Stores. Similarly, practical difficulties in booking men would be encountered. Presently, the POH of coaches is undertaken by repair gangs who are allotted 4 to 5 or even more coaches at a time. If accountal is to be done separately for each type, it would become necessary to ensure that a particular gang has only one type of coaches at a time which would be impractical as the feed to Workshops cannot be so controlled. In the Carriage & Wagon Depots of the Divisions the problems will be even more severe where the number of coaches attended per day in a Depot are extremely limited.

In view of the foregoing, it would not be feasible to maintain the cost of coaching stock repairs separately for all types of coaches including saloons.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973].

Recommendations (S. Nos. 68 and 69, Paras No. 2.48 and 2.49 respectively).

The Committee note that out of a total of 1252.18 million non-suburban originating passengers, during 1971-72 only 6.17 million i.e. 0.5 per cent travelled by AC or First Class. Thus the overwhelming majority of passengers are third class only.

The Committee are distressed at the overcrowding and inhuman conditions in which the third class passengers have to travel on the Indian Railway. In addition, there are long waiting lists and many 3rd class passengers are left from the Mail/Express trains.

The Committee consider that the basic and foremost concern of the Railways as a premier public transport is to provide quick and easy means of communication to the teeming millions of the country and that all its policies in this regard should be mass-oriented. The Committee consider that so long as the Railways are not in a position to assure a seat to a third class passenger on any train and for any distance at a reasonably short notice, if not on demand, the provision of facilities for the more affluent sections of society, by way of air-conditioned trains/coaches is out of tune with the declared objective of establishment of a socialistic society. They feel that with the existing financial constraints the Railways are not likely to augment in the foreseeable future, their passenger carrying capacity to meet fully the increasing needs of the travelling public, particularly the common third class travellers. There is thus no likelihood of any appreciable relief in overcrowding and the miserable lot of the third class passengers.

Reply of Government

The Committee's observations have been noted.

As regards the provision of Air-conditioned accommodation in the trains, the Committee's attention is invited to Government's reply to recommendation No. 72-Para 2.52.

As regards steps taken to relieve overcrowding, replies to recommendations Nos. 22, 24 & 25 and 32 to 35, may please be referred to.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC) 4226 dated the 24th October, 1973].

Recommendation (S. No. 70, Para No. 2.50)

The Committee consider that immediate relief can be given to the third class passengers by rationalising the classes of travel on the Indian Railways. In this connection, the Committee are greatly surprised to hear that the Railways do not have precise data about the operational costs of different classes of travel. Further, even the occupancy ratio gathered from six-monthly traffic census does not give precise information about the distances or the starting and terminating points of the journey.

Reply of Government

It has already been decided to abolish the Second Class of accommodation on the Indian Railways. This would result in the availability of extra accommodation for third class passengers.

Further, as an experimental measure, first class chair cars with 48 seats or 60 seats each are also being introduced in lieu of the conventional type of first class coaches each of which has accommodation for only 24 passengers during the night and 36 passengers during the day. One such chair car is intended to replace two conventional type of first class coaches, thus making room for an additional third class coach.

With the abolition of second class which is likely to be achieved by 31-3-1974, there will be only two main classes of travel on the Indian Railways in addition to the Air-conditioned accommodation.

So far as the precised data of the operational costs of different classes of travel is concerned, a detailed costing analysis has already been undertaken and it is likely to be completed within about 15 months.

Overcrowding statistics relate to the actual fact of overcrowding on trains and are based on a count of actual number of passengers noticed on trains at specific points in different classes. It is not possible to ascertain either the point of origin or destination of passengers as owing to frequent halts there is a continuous stream of outgoing and incoming passengers, which would vitiate any such attempt; the purpose for which a census is taken is limited to finding out the state of occupation in trains on each section so as to enable action being taken on the following lines:—

- (i) Introduction of additional coaches on trains where room may be available and where the occupation figures reveal overcrowding.
- (ii) Readjustment of the rake composition by substituting coaches of any particular class having relatively less occupation with coaches of a class where overcrowding is noticed.
- (iii) Withdrawal of train services or reduction of the rake composition on sections where occupation is poor.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973].

Recommendation (S. No. 71, Para No. 2.51)

The Committee have an impression that a very large number of persons who travel in higher classes, particularly, in First Class or Air-conditioned Class, do so either on Government account or on

Railway passes or on expense account of companies. The Committee feel that the Railways should carry out detailed analysis in order to determine, first, the cost of operation of different classes of travel and secondly, the type of clientele they have to cater for, so as to lay down a firm policy for bringing about rationalisation in classes of travel keeping in view the objective of having the minimum number of classes in the context of socialistic pattern of society and the fact that in most of the foreign countries the classes of travel are only about two.

Reply of Government

The Committee's observations are noted. A detailed analysis for determining the cost of operation of different classes of travel has already been undertaken. It is likely to be completed in about a year when the question of rationalisation of fares for the various classes of travel will be considered. As for the number of classes of travel on the Indian Railways, it is to be mentioned that after withdrawal of second class and re-naming of the present third class as second class which is likely to take effect from 1-4-1974, there will be only two main classes of accommodation viz. first and second classes, in addition to the Air-conditioned accommodation.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 24th October, 1973].

Recommendation (S. No. 72, Para No. 2.52)

The Committee would like Government to examine whether it would not be in the over-all interest, to withdraw the air-conditioned coaches by a specified date, so as to convert/replace them by Third Class coaches in order to relieve the over-congested conditions of travel.

Reply of Government

The Government have given careful consideration to this recommendation and it is felt that the total withdrawal of air-conditioned coaches from all trains would not be desirable. One good reason for maintaining the air-conditioned class of accommodation is to cater for the foreign tourists. Moreover, as a Commercial Organisation, the Railways should continue to provide the classes of travel for which there is demand. In fact this accommodation is provided on a few important trains only.

However, the justification for providing air-conditioned class of accommodation on specific trains is reviewed from time to time and it is withdrawn from trains or sections on which the utilisation is found to be inadequate.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226
dated the 24th October, 1973].

Recommendation (S. No. 73, Para No. 2.53)

In this connection, the Committee would like to caution the Railways that the policy of continuing the existing classes till the life time of the existing coaches, is likely to result in continuation of these classes indefinitely as had happened in the case of Second Class travel. It is, therefore, of utmost important that a decision to rationalise the number of classes of travel on the Railways should be taken immediately and implemented from a specified date.

Reply of Government

As regards continuing the A.C. Class, attention is invited to the reply for Recommendation No. 72. As for rationalisation of the number of classes, it may be observed that after the withdrawal of the present Second Class and renaming of the present Third Class as Second Class, which is likely to take effect from 1-4-1974, there will be only two main classes of accommodation on the Indian Railways viz., First and Second in addition to the Air-conditioned accommodation.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-4226
dated the 24th October, 1973].

Recommendation (S. No. 84, Para No. 2.88)

The Committee note that no separate accounts are being kept either of the running cost or the maintenance cost of these inspection carriages. The Committee stress that the cost of running of these carriages as well as the maintenance cost should be specifically maintained and a watch kept at the Divisional and headquarters levels to see whether the money spent on the running of these saloons by the officers is commensurate with the discharge of official responsibilities and whether it would not be better to do away with these carriages by a specific time by augmenting the lodging facilities at suitable points where they may not exist at present.

Reply of Government

Detailed comments on the maintenance of cost of repairs separately for different types of coaches have been given against Recommendation No. 65. It will not be feasible to keep separate account for the repairs and maintenance of inspection carriages as it would involve a substantial increase in the unproductive clerical labour for separately indenting, stocking and accounting the materials required for repairs as also separating the repair gangs exclusively for inspection carriages. The number of inspection carriages at a time in any Workshop are extremely limited not being generally more than 2 or 3. In the Carriage & Wagon Depots on the Divisions separating the cost of repairs will be also difficult. Considering that the use of inspection carriages is restricted to the minimum compatible with essential needs, the primary purpose for maintenance of such separate statistics has already been served.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC) 4226 dated the 24th October, 1973].

Recommendation (S. No. 85, Para No. 2.89)

The Committee further suggest that the running costs and maintenance costs of inspection carriages should be indicated in the Annual Report of the Railways (Zone-wise).

Reply of Government

In view of the comments given against Recommendation No. 84, no action can be taken on this recommendation as the same is entirely dependent on acceptance of Recommendation No. 84.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC) 4226 dated the 1st March, 1974].

Recommendation (S. No. 86, Para No. 2.90)

The Committee see no justification whatsoever, for construction of New inspection carriages. They would, therefore, like the Ministry to issue suitable instructions to stop the manufacture of such carriages in future.

Reply of Government

Construction of New Bogie Inspection Carriages on Additional Account has already been stopped. Instructions have also been issued not to programme the manufacture of New Bogie Inspection Carriages on Replacement Account, without specific prior sanction of the Board

on the merits of each case. Construction of Four-wheeler Inspection Carriages will, however, continue as replacement of overaged four-wheel inspection carriages is essential for proper inspections of stations, tracks, depots etc. by officials on the line.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 1st March, 1974]

Recommendation (S. No. 89, Para No. 3.24)

The Committee note that in the absence of complete data, the above figure of Rs. 25 crores has been worked out on an "approximate" basis and that the figures for subsequent years are under compilation. The Committee regret to observe that despite the assurance given to the Estimates Committee by the Ministry that the figures for 1968-69 would be made available to Parliament in the latter half of the year 1969 and that the same procedure would be repeated in subsequent years, the requisite information was made available to the Estimates Committee as late as in October 1972.

Reply of Government

Noted but the Ministry of Railways would like to clarify that the reasons for the delay in the submission of the information were explained to the Estimates Committee, viz., that the collection of declaration forms from individual railway employees indicating actual journeys performed on the passes issued to each one of them had been very difficult and in spite of the best efforts, it had not been possible to furnish the requisite information earlier.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated the 1st March, 1974]

Recommendation (Serial No. 90, Para No. 3.25)

While the Committee agree that the work involved in collecting the data may be heavy they regret the inordinate delay that occurred in making the information available to Parliament. This is only indicative of lack of seriousness in dealing with an issue which not only affects railway finances substantially but also accentuates the problem of over-crowding on Railways.

Reply of Government

From the reasons indicated in the reply to item 3.24 of Summary of Conclusions, it would be seen that though every effort was made to compile the requisite information, it was possible to furnish the

approximate cost to the Estimates Committee only in 1972 because of the various practical difficulties. The Ministry of Railways would respectfully submit that there was no lack of seriousness in dealing with the matter. It may also be submitted that the cost of passes/PTOs to railway servants is only notional. While the percentage of occupation of accommodation by Railway employees naturally varies between the various classes and over various sections and during various periods of the year, the overall percentage of pass holders to the total number of passengers in non-suburban sections in 1968-69 was only .5.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Recommendation (S. No. 140, Para No. 5.61)

The Committee are aware of a feeling particularly amongst the foreign tourists that water supplied is not always safe from the point of view of health. The Committee would suggest that the Railways should investigate the possibility of making available hygienic water free from health hazards which could be sold in sealed bottles at a reasonable price.

Reply of Government

Special trains for foreign tourists are arranged by Travel Agents, who obtain the supply of mineral water in sealed bottles from the ship which brings them and serve such water in special trains. This apart, Soda Water is available in Dining Cars on most of the trains. Generally foreign tourists drink aerated water, mainly Coca-Cola, which is available in the dining cars at stations. Enquiries reveal that Parle Beverages Pvt. Ltd. are the only manufacturers of Acqua Minerals (Plain as well as carbonated) in India. Their current selling price is Rs. 15 per dozen bottles. After taking into consideration the overheads including freight, etc., the selling rate for each bottle will be about Rs. 2 per bottle. All brands of aerated waters are cheaper than this product and therefore, its sale potential does not seem to be bright for adoption on a large scale. In view of free availability of soda and various brands of aerated water, it does not appear to be necessary to take special steps to promote the sale of any other type of water.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 1st March, 1974].

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH GOVERNMENT'S REPLIES HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (S. Nos. 2 and 3, Para Nos. 1.18 and 1.19)

The Committee are constrained to observe that the provision of transport facilities for passengers has not received as close an attention of the Railways as it should have, in view of the dependence of a large number of people on rail transport particularly for long distances. While the Committee concede that the constraint on resources can be a limiting factor for provision of adequate passenger facilities and amenities, they would have imagined that there was for that very reason a greater need for perspective and detailed planning so as to allocate the scarce resources appropriately in the order of priority.

The Committee are convinced that if this careful planning had been done right from the beginning of the first Plan, the Railways would not have been faced with such an acute problem of congestion on trunk routes as well as rail transport for metropolitan and other capital cities. The Committee would stress that the Working Groups constituted by the Planning Commission to go into the requirements of Passenger Traffic for the Fifth Plan should examine the matter in all its aspects with special reference to the backlog which has accumulated in the matter of provision of adequate transport facilities to passengers particularly on the trunk routes so as to suggest a concrete plan of action with proper priorities.

Reply of Government

It is submitted that in spite of limitations of availability of funds and terminal capacities at the larger cities, the Railways have continued to provide more accommodation in trains and speedier travel through electrification and dieselisation of passenger trains. The number of III class sleeper coaches provided in mail and Express

trains and certain passenger trains involving night journeys has increased from 1900 in 1969-70 to 1975 in 1970-71 and 2,100 in 1971-72.

An analysis of III class non-suburban passenger traffic indicated that there has been rapid increase in travel by mail and express trains both in term of number of originating passengers and passenger kilometers. This also reveals that there is lower rate of increase in travel by ordinary passenger trains. The following figures are relevant:—

Pass. originating	Mail/Express		Ordinary	
	No. in millions	%age increase over previous years	No. in millions	%age increase over previous years
1969-70 . . .	144.5	4.25	1017.9	4.55
1970-71 . . .	154.8	7.11	1033.3	1.51
1971-72 . . .	167.2	8.04	1068.6	3.42
<i>Passenger Kms.</i>				
1969-70 . . .	34,769	3.65	52,115	4.44
1970-71 . . .	37,856	8.88	52,888	1.35
1971-72 . . .	41,486	9.59	54,871	3.89

The observations of the Committee regarding the requirement of passenger traffic for the Fifth Five Year Plan are noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Further information called for by the Committee

Please indicate whether the provision of additional accommodation in passenger trains during the Fourth Five Year Plan was commensurate with the increase in passenger traffic. If not, what concrete schemes have been drawn up to cover up the backlog during the Fifth Plan.

(LSS O.M. No. 1/4/73-RCC dated 24-5-74).

Reply of Government

Planning for coaches was done on the Indian Railways on the basis of increase in 'Passenger kilometres' and not on 'originating passengers'. The increase in passenger kilometres was used to develop additional vehicle kilometres requirements based on progressively improving norms of vehicle usage and availability.

2. The Railways' original Fourth Plan had anticipated an increase of 23.06 per cent in vehicle kilometres during the Plan period. However, the provision made in the Plan based on the limitation of production capacity as well as resources was expected to allow an increase of nearly 19.8 per cent in the non-suburban passenger vehicle kilometres. For the suburban traffic the estimates had to be determined by trend projection.

3. The increase in passenger kilometres/vehicle kilometres in 1973-74 (end of Fourth Plan) over 1968-69 (beginning of the Fourth Plan) in passenger kilometres is indicated below:—

Passengers Kilometres	1968-69	1973-74 (Prov.)	percentage increase
Suburban (in millions)	19515	27550	41.2
Non-Suburban (-do-)	87475	103550	18.4
Vehicle Kms BG/MG (in millions,)	3716	4144 (72-73*)	11.5

*(1973-74—Not readily available).

4. Although it has not been possible to provide for the entire growth of passenger traffic during the Fourth Plan due to terminal difficulties, want of adequate line capacity on trunk routes etc., so far as non-suburban long distance passenger traffic was concerned, the requirements were largely met. However, tentatively, during the Fifth Plan period the growth of non-suburban passenger traffic is expected to be about 4 per annum in terms of passenger kilometres. The growth of suburban passenger traffic is anticipated to vary from 3 per cent per annum in Calcutta area to 6 per cent per annum in Bombay area, the overall growth being about 5 per annum.

Provisioning of non-suburban and suburban coaches both on additional and replacement account is expected to be as follows:—

	Additional Account	Replacement Account	Total
Non-suburban	2972	3537	6509
Suburban	1051	53	1104
Total	4022	3590	7613

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated the 27th July, 1974].

Comments of the Committee

Please see Chapter—I for comments.

Recommendation (Serial No. 9, Para No. 1.40)

The Committee note that as against the plan programme of placing 6450 coaches on line on additional account during the Fourth Plan period, the procurement during the first three years of the Plan was of 3,648 coaches. It was stated by the Railway Minister in his budget speech (February, 1973) that an additional 1177 BG and 247 MG coaches would be pressed into service in the current year (1972-73). The expenditure on provision of coaching stock so far has been of the order of about Rs. 29 crores as against the Plan provision of Rs. 116 crores. The Committee trust that the production units would be fully geared up so that the Plan target for provision of 6,450 coaches is fully achieved.

Reply of Government

Out of 6450 coaches (other than EMJs) required during the 4th Plan, only 3250 coaches are on Additional Account and remaining 3200 are on Replacement Account. The progress made in construction during the first four years of the IV Plan (i.e. 1969-70 to 1972-73)

and the expected production during the last year of the IV Plan namely 1973-74, are indicated below:—

Requirements of conventional coaches during the IV Plan Period	B.G.	M.G.	NG.	TOTAL
	4125	2125	200	6450
1. Actual construction during 1969-70 to 1972-73 (4 years)	2942	1969	22	4933
2. Expected during 1973-74	1025	172	20	1217
3. Total Production.	3967	2141	42	6150

It will thus be seen that the actual realization of coaches on B.G./M.G. systems has been 6108 numbers against 6250 units planned, exclusive of 119 coaches exported during the plan period.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 11th March, 1974].

Further information called for by the Committee

(a) Please furnish the number of B.G., M.G. and N.G. coaches actually constructed during the year 1973-74.

(b) Please also indicate the reasons for shortfall of as many as 158 N.G. coaches against the target of 200 units during the Fourth Plan.

(LSS O.M. No. 1/4/73-RCC dated 24-5-74).

Reply of Government

(a) The number of Coaches constructed during 1973-74 is as under:—

Production Unit	B.G. Coaches	B.G. EMUs	M.G. Coaches	N.G. Coaches	Coaches for Export	Total
ICF	642	102	6	750
Rly.W/ Shops	66		29	13		108
BFML	299					299
Jessops	..	21	127	148
TOTAL	1007	123	156	13	6	1305

(b) With due regard to the recommendations of the Uneconomic Branch Lines Committee and the proposed Gauge conversion etc. the question whether replacement of NG coaches should be arranged or not was under consideration. In view of this the final order to the Railways to undertake the manufacture of 200 NG coaches during the 4th Plan period was able to be issued only on 26th October, 1971. Taking the lead time for material schedules being drawn up and procurement of the items the actual manufacture was only upto a level of 13 NG coaches. The planning is that the remaining may be got completed in the next 2 to 3 years.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated the 27th July, 1974].

Comments of the Committee

Please see Chapter—I for comments.

Recommendation (Serial Nos. 11 and 12, Para Nos. 1.42 and 1.43)

The Committee find that the performance of Jessops with regard to production of MG coaches (and EMUs) has not been very satisfactory. They are surprised to learn that the number of man-hours per coach required by Jessops is 2½ times that required by the ICF. As majority of shares of the company are held by Government, the Committee see no reason why Government did not take effective and expeditious steps to streamline the functioning of this Unit so as to optimise its production. Now that the firm would be turning out integral coaches of the type produced by ICF, it is necessary to ensure that the number of man-hours per coach required by Jessops are comparable to those on the ICF.

The Committee would like the Ministry to report to the next Railway Convention Committee the action taken on the report of the Technical Committee appointed to investigate the possibility of increasing the production capacity of Jessops and the results achieved.

Reply of Government

The above mentioned recommendations have been communicated to the Ministry of Heavy Industry who are controlling the management of M/s. Jessops & Co. for necessary action.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 11th March, 1974].

Further information called for by the Committee

Please indicate the action taken by the Ministry of Heavy Industry on the report of the Technical Committee.

(LSS O.M. No. 1/4/73-RCC dated 24-5-74).

Reply of Government

11. A reference in respect of this item was made to the Ministry of Heavy Industry for their comments. The comments of that Ministry has since been received and the same are reproduced below:

"Comparison with the cost of production at ICF with that at Jessop is not tenable as any such comparison should take due cognizance of the capital investment in ICF, volume of production (compared to that of Jessop) and method of construction and manufacturing technique. Besides, ICF's method of computation of man-hours for the coaches is somewhat different from that of Jessops, in so far as ICF labour man-hours booking does not include unskilled and indirect man-hours which instead go into the overhead. In the case of Jessops, all these are reflected in the total man-hours booked on a job. Reference to man-hour only ignoring other elements of cost and cost of conversion, would therefore, form no basis for comparison."

In this connection, Ministry of Railways are of the view that although there can be difference in the method of computation of labour man-hours and other elements of costs between Jessops and ICF, the total cost of a finished coach manufactured by both units should be comparable. Since the total cost of Jessop's coach is very much higher than that of ICF coach, the Committee's observation that Jessops should streamline their production with a view to reduce costs is pertinent. As it is a subject for action by Ministry of Heavy Industry, the Railway Convention Committee may like to pursue the issue with the concerned Ministry.

12. The matter was referred to the Ministry of Heavy Industry for their comments. In reply they had advised that they are not aware as to who appointed this Committee and to whom the Committee submitted their report. They have since been supplied relevant references to the extant available with this Ministry to enable them to trace the connected papers at their end and to send a final reply. The final reply is still awaited. However, as this is a subject pertaining to Ministry of Heavy Industry, the Railway Convention Committee may consider the desirability of pursuing the issue with the concerned Ministry. Should any further communication be re-

ceived in this Ministry, the same will be forwarded to the Convention Committee for their further consideration.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II dated the 27th July, 1974].

Comments of the Committee

Please see Chapter—I for comments.

Recommendation (Serial Nos. 20 and 23, Para Nos. 1.74 and 1.77)

The Committee regret to note that according to the latest census of occupation of various classes of accommodation provided in the trains the extent of overcrowding ranges from 12 per cent to 86 per cent on the Broad Gauge and 20 per cent to 115 per cent on the Metre Gauge in the third class. This does not obviously take into account a large number of passengers who are left behind from the Mail and Express trains on the waiting list. These figures of overcrowding which, by themselves present a sorry state of affairs, do not reflect the correct state of overcrowding in third class which is very acute, particularly on the fast Mail/Express trains.

The Committee are not fully convinced if the dimensions of the problem of overcrowding in third class have been fully realised by the Railways and whether the methodology followed while carrying out the census of occupation of passengers trains ensures a realistic appraisal of the same. The Committee would like the census operations to be so developed and refined as to provide reasonably accurate forecasts of the growth of traffic in a particular area so that advance action could be taken to cater to the traffic that may be gradually building up.

Reply of Government

For the purpose of estimating the growth of passenger traffic projections are made after considering various alternatives such as linear time trend, population growth, national income etc. and on this basis planning of additional rolling stock line and terminal capacity is undertaken. The purpose for which a census is taken is limited to finding out the state of occupation on trains on each section. Based on the census result loads of trains are augmented if room permits or by change of traction. Wherever line capacity terminal capacity and stock is available, additional trains are also introduced.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Comments of the Committee

Please see chapter I for comments.

CHAPTER I

RECOMMENDATIONS IN RESPECT OF WHICH GOVERNMENT'S REPLIES ARE OF AN INTERIM NATURE

Recommendation (Serial Nos. 26—28, Para Nos. 1.90—1.92)

The Committee note that the anticipations of traffic materialisation on the NG system by the end of the Fourth Plan were exceeded by 3.63 million during 1969-70 and by 2.28 million during 1970-71. The Committee further note that the procurement programme of NG coaches has been lagging very much behind in so far as out of a target of 200 additional coaches only 15 were procured upto September, 1972. Even assuming that the plan for procurement of 123 coaches by 1973-74 materialises, there will still be a shortfall of 77 coaches.

As the Railways are incurring a loss of about Rs. 7.50 crores per annum on the Narrow Gauge lines, any further capital investment has necessarily to be related to the prospects of a reasonable return. However, as pointed out by the Uneconomic Branch Lines Committee, the postponement of replacement of stock and lack of proper maintenance have themselves resulted in deterioration in the service, which in turn, has contributed to further loss of revenue.

The Committee feel that the rising trend in the quantum of passenger traffic on Narrow Gauge system requires a reappraisal of the requirements of coaches and locomotives with a view to stepping up the procurement programme, if necessary. The areas where overcrowding is heavy, may be identified and plans drawn up for alleviating the hardships of passengers in such places.

Reply of Government

With the increasing emphasis on having one uniform gauge in the country i.e. Broad Gauge investments on the Narrow Gauge particularly are being undertaken only where unavoidable.

The observations of the Committee that the reappraisal of the requirement of coaches and locomotives for the narrow gauge should be made where overcrowding is heavy, are noted.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Further information called for by the Committee

Please specify the NG Sections where overcrowding is persistently heavy and the steps taken or proposed to be taken to alleviate the hardships of passengers on such sections.

(LSS O.M. No. 1/4/73-RCC dated 24-5-74).

Reply of Government

As per census taken in April-May, 1973, most of the trains on the NG Sections of South Central, Southern, Northeast Frontier and Northern Railways are not overcrowded. There is however, overcrowding on the following NG sections of other railways.

I. Eastern Railway:

1. Ahmedpur—Katwa Section
2. Bardwan—Katwa Section

II. Central Railway:

1. Murtizapur—Achalpur Section
2. Pachora—Jamner Section
3. Gwalior—Sheopur Kalan Section
4. Pulgaon—Arvi Section
5. Gwalior—Bhind Section
6. Gwalior—Shivpuri Section
7. Dholpur—Tantpur Section

III. South Eastern Railway:

1. Gondia—Balaghat Section
2. Balaghat—Nainpara Section
3. Nainpara—Howrah—Jabalpur Section
4. Nagpur—Chindwara Section
5. Chindwara—Nainpara Section

IV. Western Railway:

1. Miyagam Karjan—Motikoral Section
2. Miyagam Karjan—Dabhoi Section
3. Dabhoi—Chhuchapura Section, and
4. Nadiad—Petlad Section.

The steps taken by the Zonal Railways to relieve overcrowding on these sections are being ascertained from the concerned Zonal Railway Administrations.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4223/II, dated 27th July, 1974].

Recommendation (Serial No. 92, Para No. 3.27)

The Committee note that similar travel concessions are made available by the Railway administrations in some foreign countries to their employees and that the labour in India "has more or less taken it as an earned facility". While the Committee would not like to deprive the Railway employees of these facilities, they agree with the views of the Second Pay Commission as well as the Estimates Committee that there is a strong case for curtailment of this facility which is heavily weighed in favour of Class I and II staff. The Committee see no reason why any distinction should be made amongst different categories of Railway staff in this respect. In the absence of any convincing arguments to the contrary, the Committee reiterate the recommendations of the Estimates Committee that (i) the number of free passes allowed to serving Gazetted Officers (Class I & II) should be brought at par with those allowed to Class III and IV employees; and (ii) suitable reductions may gradually be made in the number of free passes allowed to retired railway employees also with a view to effect economy and bring about uniformity.

Reply of Government

The Ministry of Railways would like to point out that this matter has been carefully considered by Government at different stages in connection with the recommendations of the Estimates Committee referred to and the decision taken keeping in view all the circumstances of the case. The matter has, however, again been taken up for review.

[Ministry of Railways (Railway Board) O.M. No. 73-B (RCC)-4226 dated 24th October, 1973].

Further information called for by the Committee

Please intimate the final decision taken in pursuance of these recommendations.

(LSS O.M. No. 1/4/73-RCC dated 24-5-74).

Reply of Government

The matter is still under consideration.

[Ministry of Railways (Railway Board) O.M. No. 73-B(RCC)-
4223/II dated 8th July, 1974].

NEW DELHI;

December 9, 1974.

Agrahayana 18, 1896 (Sika).

B. S. MURTHY,

Chairman,

Railway Convention Committee.

APPENDIX

(Vide Para 4 of Introduction)

Analysis of the replies made by Government on the recommendations contained in the Fourth Report of the Railway Convention Committee, 1971

I.	Total Number of recommendations	141
II.	Recommendations which have been accepted by Government (<i>vide</i> recommendations at Sl. Nos. 1, 4—8, 10, 14—18, 22, 24, 25, 30—41, 43—54, 66, 67, 74, 75, 83, 87, 88, 91, 91-139 & 141)	
	Number	112
	Percentage to total	79·5%
III.	Recommendations which the Committee do not desire to pursue in view of the Government's reply (<i>vide</i> recommendations, at Sl. Nos. 13, 19, 21, 29, 42, 65, 68—73, 84—86, 89, 90 & 140)	
	Number	18
	Percentage to total	12·7%
IV.	Recommendations in respect of which replies of Government have not been accepted by the Committee (<i>vide</i> recommendations at Sl. Nos. 2, 3, 9, 11, 12, 20 & 23)	
	Number	7
	Percentage to total	5%
V.	Recommendations in respect of which final replies of Government are still awaited (<i>vide</i> recommendations at Sl. Nos. 26, 27, 28, & 92)	
	Number	4
	Percentage to total	2·8%