

**ESTIMATES COMMITTEE
(1967-68)**

TWENTY-SIXTH REPORT

(FOURTH LOK SABHA)

MINISTRY OF RAILWAYS

Action taken by Government on the recommendations contained in the Sixty-fifth Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—North Eastern Railway.



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CORRIGENDA

to

Twenty-Sixth Report (Fourth Lok Sabha) of Estimates Committee on Action taken by Government on the recommendations contained in the Sixty-Fifth Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways - North Eastern Railway.

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Shri K. D. Chatterjee—*Under Secretary.*

(iii)

STUDY GROUP 'E' OF THE ESTIMATES COMMITTEE (1967-68)

CONVENER

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14. Shri Chintamani Panigrahi
15. Shri Rajdeo Singh.

INTRODUCTION

1, the Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Twenty-Sixth Report on action taken by Government on the recommendations contained in the 65th Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—North Eastern Railway.

2. The 65th Report of the Estimates Committee was presented to the Lok Sabha on the 23rd February, 1965. Government furnished replies indicating action taken on the recommendations contained in the Report on the 8th October, 1965, 9th November, 1965 and 11th February, 1966. The last communication furnishing the further information called for from the Ministry was sent by them on the 3rd June, 1967. The Study Group 'E' of the Estimates Committee (1967-68) considered the replies received from the Ministry on the 7th August, 1967. At their sitting held on the 29th November, 1967, the Study Group approved the draft Report which was subsequently adopted by the Committee on the 7th December, 1967.

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

I. Report.

II. Recommendations that have been accepted by Government.

III. Recommendations which the Committee do not desire to pursue in view of the Government's reply.

4. An analysis of the action taken by Government on the recommendations contained in the 65th Report of the Estimates Committee (Third Lok Sabha) is given in Appendix VI. It would be observed therefrom that but of 85 recommendations made in the said Report, 77 recommendations, i.e. 95 percent, have been accepted by Government. The Committee do not desire to pursue the remaining 4 recommendations, i.e. 5 percent, in view of the Government's reply.

P. VENKATASUBBAIAH,

NEW DELHI;

Chairman.

December 15, 1967.

Agrahayana 24, 1889 (Saka).

Estimates Committee.

CHAPTER I

REPORT

The Estimates Committee are glad to observe that the points brought out in their Sixty-fifth Report (Third Lok Sabha) on the Ministry of Railways—North Eastern Railway have been replied to by Government in time and generally to their satisfaction.

2. While noting the action taken by Government on certain recommendations, the Committee desire that further information on the progress made in the implementation of some of the recommendations (included in Chapter II) may be furnished to the Committee before the end of the current financial year.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 2) Para No. 3

The Committee note that while the operating-cum-efficiency index of the North-Eastern Railway had declined in 1958-59 immediately following the bifurcation, there has been sustained improvement since then. The Committee are glad particularly to note that the improvement in overall operating-cum-efficiency index in 1963-64 has been of the order of 5.6 per cent. They hope that this rate of improvement would be maintained till the Railway is able not only to meet all its working expenses but also to pay its share of contribution to the General Revenues.

REPLY OF GOVERNMENT

The observations of the Committee are noted. Constant efforts are being made to effect further improvement in the efficiency and the economies of the North Eastern Railway.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

Recommendation (Serial No. 3) Para No. 4

The Committee note that the total working expenses continued to exceed the gross traffic receipts till 1961-62 and that only in one year (1963-64) the net railway revenue registered a positive figure of .96 crores.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

Recommendation (Serial No. 4) Para 8

(1) *The Committee note that the operating ratio, indicating the percentage of total working expenses to gross earnings, which stood*

at 142.6 in 1959-60 has been progressively brought down to 93.87 in 1963-64. They are, however, concerned to note that the operating ratio is expected to rise to 99.4 in 1964-65.

The Committee would like to draw the attention to the study made by the Efficiency Bureau of the ordinary working expenses of the North Eastern Railway and suggest that sustained efforts should be made to control the expenditure so as to appreciably reduce losses and arrest the rise in operating ratio.

(ii) The Committee note that the last study of the working expenses of the North Eastern Railway was made by the Efficiency Bureau nearly four years ago. They would suggest that a fresh study may be made by the Efficiency Bureau so that effective action can be taken to improve efficiency and effect economy.

REPLY OF GOVERNMENT

(i) The expectation at the time the budget estimates for 1964-65 were prepared was that the operating ratio for the year would be 99.4 per cent as compared to 93.87 per cent in 1963-64. According to the revised estimates for 1964-65 presented to Parliament in February, 1965, however, the operating ratio was expected to be only 90.1 per cent. This was mainly due to an improvement in the trend of earnings with a less than proportionate increase in working expenses.

Every effort will be made to maintain this improvement in the operating ratio. It has also been decided to undertake a further study of the revenue working expenses of this Railway through the Efficiency Bureau, to improve the financial results of the Railway.

(ii) The recommendation is accepted that a fresh study should be undertaken by the Efficiency Bureau.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

Recommendation (Serial No. 5) Para No. 8

The Committee feel that effective measures should be taken to reduce expenditure on North Eastern Railway by economising in staff, effecting reduction in cost of standard repairs to locomotives and carriages, cutting down losses in running ferry services etc. and by

positive measures designed to attract more traffic particularly for sugarcane, sugar and jute. They also feel that there is scope for improving the utilisation of engines increasing the speed of goods trains, reducing detention to wagons in marshalling/transshipment yards etc. thereby improving efficiency and effecting economy in operations.

REPLY OF GOVERNMENT

The further improvements in the operating ratio for the year 1964-65 referred to in reply to Recommendation No. 4 (i) partly reflect the effect of increased efficiency of utilisation of the various assets and of man power on the North Eastern Railway. The Ministry of Railways are fully alive to the need for economy in all spheres of activity and will continuously endeavour to increase efficiency and reduce expenses to the maximum extent possible.

The observations of the Committee regarding improved utilisation of engines etc. will be borne in mind by the Efficiency Bureau in making the fresh study now decided upon.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

Recommendation (Serial No. 6) Para No. 11

The Committee are constrained to note that the net losses on running of ferry services on the North Eastern Railway continue to be very high despite the closure of the ferry service at Mokameh on the opening of the Rajendra Pul, in 1959. They feel that there is scope for reducing the number of steamers and vessels on the North Eastern Railway and for bringing down the staff strength. Now that all the outstanding repairs to the crafts have been carried out, they would like to see a substantial reduction effected in the cost of repair and maintenance of the flotilla.

REPLY OF GOVERNMENT

A Committee consisting of three Junior Administrative Officers has been set up to investigate the matter and suggest measures for reducing the losses.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 9th November, 1965].

Recommendation (Serial No. 7) Para No. 11

The Committee feel that concerted efforts are called for to effect reduction in coal consumption on ferry services on the North Eastern Railway.

REPLY OF GOVERNMENT

The Efficiency Bureau of the Railway Board had conducted a detailed study of the Ordinary Working Expenditure of the North Eastern Railway in 1961, and had recommended *inter alia*, that there is considerable scope for reduction in the coal consumption on the Railway's ferry services. Following this recommendation, the Railway took the following steps to reduce coal consumption:—

- (i) Coal rations were fixed on the basis of consumption per hour after proper trials, so that they can be effectively applied for assessment of the consumption trends under all weather conditions throughout the year. Coal is issued to each steamer for the trips to be worked during the day, together with a fixed reserve stock, and when drivers consume more coal than the rationed quantity, suitable action is taken against them.
- (ii) Steamers and tugs are being provided with calibrated coal bunkers for visual assessment of the quantity of coal consumed during each trip as against the fixed rations.
- (iii) Fuel Inspectors have been instructed to exercise regular monthly checks on the coal registers maintained at the river Ghats and to report any discrepancy noticed.

2. As a result of these measures, there has been a steady improvement in coal consumption on the ferry services of the North Eastern Railway.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation [Serial No. 8 (i)] Para No. 11

The Committee view with concern the increase in the losses on the running of ferry services on the North Eastern Rly. from Rs. 46.90 lakhs in 1962-63 to Rs. 53.93 lakhs in 1963-64. They would like the Ministry of Railways to urgently look into the matter and devise measures to check the rise in losses in running the ferry services. They feel that it may be worthwhile to constitute an expert committee to go into the matter and suggest measures for reducing the losses.

REPLY OF GOVERNMENT

A Committee consisting of three Junior Administrative Officers has been set up to investigate the matter and suggest measures for reducing the losses.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 9th November, 1965].

Recommendation (Serial No. 9) Para No. 13

The Committee feel that greater vigilance should have been exercised in sanctioning increased staff on the North Eastern Railway in 1963-64, particularly for Signals Department.

REPLY OF GOVERNMENT

The attention of the North Railway has been drawn to the Committee's view.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

Recommendation (Serial No. 10) Para No. 17

The Committee cannot help concluding that the Railways have not given any serious consideration to the Report of the Efficiency Bureau on the staff strength of the Signals and Telecommunication Department of the North Eastern Railway, and that in spite of the remarks and recommendations of the Efficiency Bureau, due care has not been exercised in sanctioning additional staff for that Department of the North Eastern Railway. They would like the Financial Adviser of the North Eastern Railway to exercise a special check in this behalf and to see that no additional posts for Signals and Telecommunication Department are sanctioned unless he has satisfied himself that all avenues of rational and economic utilisation of existing staff have been explored. The Committee agree with the Efficiency Bureau that while advanced forms of signalling may be necessary to meet the increasing demands of line capacity combined with safety, facilities to be provided should match the needs of transportation and, the Committee would add, should not be extravagant or greatly in excess of requirement.

REPLY OF GOVERNMENT

Noted. The Railway has been advised that the Financial Adviser should exercise a check to see that no additional posts for S&T Deptt. are sanctioned unless he has satisfied himself that all avenues

of rational and economic utilisation of existing staff have been explored.

The Committee's observation that the facilities to be provided should not be greatly in excess of the needs of transportation, has been noted and will be kept in view while dealing with proposals for works on the Railway.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendations (Serial Nos. 11 & 12) Para No. 24

11. *The Committee find that the hours worked per day per engine available for use on the North Eastern Railway increased from 10·3 in 1961-62 to 10·5 in 1962-63 but again fell to 10·4 in 1963-64. Engine utilisation on this Railway continues to be the lowest as compared to other Metre Gauge Railways. The Committee would stress the need for taking concerted measures to improve engine utilisation.*

12. *Since larger number of branch lines and their shorter average length are stated to be mainly responsible for the low utilisation of engines on the North Eastern Railway, the Committee would suggest that the Railways may consider the feasibility of extending some of the branch lines and of inter-connecting them, keeping in view the traffic requirements of the areas served and the availability of funds.*

REPLY OF GOVERNMENT

The North Eastern Railway is making efforts to improve engine utilisation.

The recommendation of the Estimates Committee in regard to extending and inter-connecting some of the branch lines will be kept in view when additional traffic requirements in future warrant the expansion of rail capacity in the form of new railway line construction.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 13) Para No. 25

The Committee note that there has been slight improvement in the speed of goods trains on the North Eastern Railway in 1963-64, the speed of through goods trains being 15·0 kilometres and of all goods trains being 11·1 kilometres.

The Committee, however, feel that there is scope for improving the performance specially in view of the planned programme of replacement of old engines, rehabilitation of track, modernisation of signal and telecommunication facilities, development of line capacity etc.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 14) Para No. 27

The Committee would like the Railway Board to ensure that the North Eastern Railway are given their full quota of new locomotives in replacement of the overaged ones and that the percentage of overaged stock is reduced to the extent feasible.

REPLY OF GOVERNMENT

The recommendation has been noted.

The Railway Board have already taken action to allot locomotives to the North Eastern Railway keeping in view the requirements for the movement of traffic. Since November 1964 that railway has received 17 YP/YG locomotives and they are to get 18 more locomotives now under manufacture at the TELCO Works. The Railway is also taking effective steps to withdraw overaged locomotives from service for condemnation and this will reduce the percentage of overage loco holdings. The policy of the Board is to replace as many overage locomotives as possible consistently with the financial resources and the manufacturing capacity available for their replacement.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 15) Para No. 30

The Committee are glad to note the relaxations which have lately been made in Rationalisation Scheme on the North Eastern Railway and they hope that it would help the Railway to attract the much needed increase in goods traffic.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 16) Para No. 31

The Committee understand that on account of the Rationalisation Scheme of movement on the North Eastern Railway, consignments to certain directions from some points are allowed to be moved only via longer and dearer routes to suit the operational convenience of the Railway with the result that the users have to pay more than the freight charged for the shorter route. The Committee have been informed that the Railways are reviewing the whole thing to reduce the difficulties of the consumers. The Committee would stress that the matter should be examined early and necessary relief afforded as far as practicable.

REPLY OF GOVERNMENT

When the Committee last heard the Ministry of Railways (Railway Board) in November 1964, the following restrictions were there:—

- (i) Traffic offering from B.G. stations to stations falling within Barabanki Zone i.e. all M. G. stations east of Sitapur (exclusive) and west of Gorakhpur (inclusive) was permitted to be booked only via Barabanki.
- (ii) Traffic from B. G. stations to metre gauge stations situated on the North Eastern Railway east of Gorakhpur (exclusive) for which via Barabanki was the shortest route was carried by alternative route other than via Barabanki.
- (iii) Movement of heavy lift consignments weighing over 10 tons and non-dangerous POL traffic was not accepted via Bhagalpur.

2. The Rationalisation Scheme has been further reviewed and liberalised and the restriction referred to under item (i) has since been removed. The restriction at item (ii) has also been partially relaxed to permit movement of textiles. The restriction, however, still applies for traffic other than textiles and the relaxation of this restriction is also under consideration.

3. As regards restriction No. (iii), heavy lift consignments over 10 tons are moving via Garhara as crane facilities for lifting such consignments are available there and not at Bhagalpur.

4. As regards restrictions imposed on the movement of coal to consumers on the North Eastern Railway, the present position is that the coal rationalisation scheme permits consumers to obtain their supplies of coal from the nearest source of supply. Consumers for whom the normal and the shortest route is *via* Garhara are allowed to obtain their requirements of coal from the Raniganj field, which is the nearest source of supply, and which is in a position to supply all the coal required by consumers on the North Eastern Railway. The movement of coal by the longer/dearer route *via* Manduadih can arise only if consumers insist on obtaining their supplies of coal from the Jharia or Karanpura field for which there is no justification as long as coals of the same grade and quality are available in the Raniganj field which is the rational source of supply for all consumers for whom *via* Garhara is the shortest route. In the circumstances, there is no justification for the rationalisation scheme to be amended so as to permit movements from more distant and operationally difficult sources of supply or for the Railways to subsidise those consumers who are not prepared to move coals from the nearest source of supply.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 11th February, 1966].

COMMENTS OF THE COMMITTEE

The Committee may be informed whether the restriction on movement of traffic (other than textiles) from Broad Gauge stations to metre gauge stations situated on the North Eastern Railway east of Gorakhpur (exclusive) *via* Barabanki has since been relaxed.

The Committee would also like to be informed about the reasons for not providing crane facilities at Bhagalpur, or failing that why the Railways do not charge freight *via* Bhagalpur on heavy lift consignments since the consumers are compelled to take the longer route *via* Garhara due to the default of the Railways.

Recommendation (Serial No. 17) Para No. 34

The Committee are concerned to note the inadequacy of the measures taken by the North Eastern Railway to attract sugarcane traffic and the consistent fall in sugarcane traffic on that Railway. The Committee would stress that all efforts should be made by the Railway to arrest this decline by offering better facilities and service for transport of sugarcane.

REPLY OF GOVERNMENT

Noted. Railways have taken and will continue to adopt all possible measures to attract sugarcane traffic by offering better facilities and service. The loading of sugarcane on the North Eastern Railway during the sugarcane season of 1964-65 (October to March) was 28.3 per cent more than in the corresponding months of 1963-64.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The details of the measures taken to attract more sugarcane traffic on the North Eastern Railway may be intimated to the Committee.

Recommendation (Serial No. 18) Para No. 35

The Committee note that the covered wagons supplied by the North Eastern Railway for movement of sugarcane, as compared to indents, were short by 1,767 in 1962-63 and 3,225 in 1963-64. The Committee understand that covered wagons are asked for by the factories for despatch of sugarcane when it has to travel over a comparatively longer distance or where it is apt to suffer detention in yards like Mansi which are notorious for pilferage. The Committee feel that either the Railways should make efforts to supply wagons of the type required by the sugar factories or tighten up security measures en route so that safety of cane may be ensured and the necessity of covered wagons may be obviated.

REPLY OF GOVERNMENT

Ordinarily, open wagons are better suited for the transport of Sugarcane. Covered wagons are generally utilised for the transport of commodities like Sugar, Cement, Salt and foodgrains which are likely to get damaged by rain or are of higher value. In the past, covered wagons for the transport of sugarcane have been indented for by some sugar mills only to avoid the risk of pilferage. Instructions have been issued that R.P.F. staff should afford maximum protection against pilferage at Mansi and other stations en route. The matter has also been brought to the notice of the local Civil authorities for cooperation in preventing pilferage. This should ensure the safety of the cane and obviate the need to indent for covered wagons.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The Committee hope that as far as possible, covered wagons for carrying sugarcane to long distances will be provided when demanded. A report about the extent of covered wagons demanded and supplied during the last two years may be furnished by the end of the current financial year.

Recommendation (Serial No. 19) Para No. 36

The Committee consider that in the face of the persistent complaints from the sugar interests about pilferage of sugarcane at Mansi, the Railway authorities should have effectively tightened security measures in that yard. The detention of wagons in Mansi yard should also be reduced to the minimum. The Committee have no doubt that the sugar mills will fully cooperate with the Railways in agreeing to receive the wagons in the earlier hours of the day if this would reduce the detention of wagons at Mansi. Incidentally, the elimination of pilferage in Mansi yard would also reduce the demand for covered wagons, for movement of sugarcane, which the North Eastern Railway find at present difficult to meet.

REPLY OF GOVERNMENT

Instructions already exist for tight security measures for preventing pilferage of sugarcane from wagons either stabled in yards or while in transit particularly during sugarcane crushing seasons and these instructions have been reiterated. The sugarcane wagons are generally guarded by the Mills' Chowkidars who also escort these wagons. The Railway Protection Force Staff render all possible assistance to these Chowkidars whenever required by them.

As a result of these preventive measures, there have not been any complaints of pilferage from Mansi Yard.

The question of detention of sugarcane wagons has been engaging the constant attention of the Railway Administration. The sugarcane shuttle has to leave Mansi after connecting sugarcane wagons received from different directions. Since the timings of trains working into Mansi from different directions cannot be so co-ordinated as to prevent any detention at Mansi, it is unavoidable that some of the sugarcane wagons are subjected to some detention at Mansi. Previous instructions that the time table of the sugarcane shuttles should be drawn up in consultation with the Sugar Factory, have been reiterated.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 20) Para No. 37

The Committee are surprised that the Railways have taken an inordinately long period of nearly three years to rectify incorrect markings on the 110 K.C. type molasses tank wagons, which had come to notice in February, 1962. They consider that the mistakes in marking should have been rectified within a short period of their coming to notice. The Committee would suggest that the Railways should tighten up the checking arrangements in the Workshops so that errors of this nature do not recur.

REPLY OF GOVERNMENT

Instructions & Rules for marking correct carrying capacity already exist. These have been reiterated and re-emphasised for the guidance of the Railways. The Railways have also been advised to review the arrangements in the workshops and elsewhere, where the marking of the carrying capacities of wagons is undertaken and ensure that they are such as would preclude any possibilities of errors.

Railways have also been instructed to ensure that any errors in the marking of carrying capacity which may come to notice are rectified with the least delay.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 21) Para No. 38

While the Committee appreciate the punctual running of sugar-cane shuttles on the North Eastern Railway they feel that there is room for closer coordination between the station authorities and the sugar factories to obviate complaints of piling up of empties and loaded cane wagons at stations and their placement at the mills' sidings for clearance in bunches.

REPLY OF GOVERNMENT

Instructions have been issued that the Time Table for the sugar-cane shuttles should invariably be drawn up in consultation with the sugar factories on the N. E. Railway. Instructions have also been issued that the empties materialising at factory stations after the cane wagons have been unloaded should be cleared expeditiously to avoid accumulation and idling of stock.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The Committee may be informed whether there has been any improvement in the position as a result of the instructions issued to the North Eastern Railway.

Recommendation (Serial No. 22) Para No. 39

As the Railways are looking for traffic, the Committee would suggest that the North Eastern Railway authorities may on their own review the facilities and conditions of maintenance of the loading ramps for sugarcane so that the apprehensions expressed by sugar factories about their adequacy are removed.

REPLY OF GOVERNMENT

The North Eastern Railway Administration is already alive to the problem and has been taking steps to ensure that adequate loading facilities for sugarcane are provided at different stations according to the requirements of cane traffic. The present policy is to provide separate ramps for loading of sugarcane for various sugar factories in U.P. and Bihar at stations notified by the Cane Commissioners concerned. Periodical reviews are also conducted by the Railway Administration for deciding on the need for construction of new ramps and/or extension of the existing ramps. For this purpose meetings are held at the commencement of cane season each year between factory representatives and the Railway authorities at the districts level to discuss various aspects of the requirements for sugarcane loading traffic, including the probable duration of cane season, the volume of traffic, the direction of movement, the adequacy of existing loading ramps and approach road facilities etc.

Following a recent review, proposals for the construction of new ramps and extension of existing ramps have been approved at the following stations:—

(i) *New Cane loading ramps at:*

Sundhiamau, Kidil dapur, Mairwa, Bhatpar Rani, Bisalpur, Mala, Shahgarh, Dhudhia Khurd, Saithal, Bijaura, Kaithola, Ratan Sarai.

(ii) *Extension of existing ramps at:*

Baksi-Katalab, Maijapur, Arnikhana, Kukra, Adapur, Manigachi, Sarju.

The existing cane loading ramps and approach roads are generally in a good state of repair, and repairs as necessary are always

carried out by the Railway Administration before commencement of each cane loading season.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 23) Para No. 40

The Committee are glad to note the relaxation made by the Railways in respect of wagon registration fee for assisted/private sidings, but feel that there is a case for reconsideration of the rule of forfeiture of registration fee where the registration has to be cancelled by a sugar mill for want of supply of wagon by the Railways within the validity period of the permit for release of sugar granted to the mill by the Government.

REPLY OF GOVERNMENT

On the North Eastern Railway all sugar mills are served by sidings and traffic offered by them is booked from the sidings which are either assisted or private. In respect of traffic offered from assisted and private sidings, deposit of registration fee is not demanded and the question of its forfeiture therefore does not arise.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 24) Para No. 41

The Committee consider that the percentage of rejected wagons supplied by the North Eastern Railway for loading of sugar during the calendar year 1963 is rather high and that the system of pre-examination of wagons for supply to sugar factories should have been introduced much earlier to obviate complaints. They would suggest that the system of pre-examination may be extended, as far as practicable, to the supply of wagons required for loading of commodities which are highly susceptible to 'wet'.

REPLY OF GOVERNMENT

Noted. Instructions to this effect have been reiterated to the Railways.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 25) Para No. 42

The Committee feel that the Railways should tighten up measures particularly at transshipment points, to ensure that thoroughly cleaned wagons are supplied for loading of sugar bags, specially those meant for export.

REPLY OF GOVERNMENT

Suitable instructions have been issued to all Railways in this regard. (Appendix I)

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 26) Para No. 43

The Committee feel that the complaint made by the trade to the effect that although jute crops become available for movement by beginning of August, the Railways have sometimes failed to move jute crops up to June of the next year, is not substantiated. Nevertheless, they would like to point out that the total tons of jute carried in 1963-64 has come down as compared to 1962-63. Now that the wagon position on the North Eastern Railway has greatly eased, the Committee would suggest that efforts should be made to attract more jute traffic to the Railways.

REPLY OF GOVERNMENT

Instructions have been issued to the North Eastern Railway to make all possible efforts to attract more Jute traffic.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 27) Para No. 45

The Committee are glad to know that systematic efforts have been made by the Railway to speed up movement of perishable traffic. They, however, feel that the time taken for perishables to move to Calcutta (3 days) and potatoes to Assam side (10 days) should be reduced. They would also stress that special care should be taken to cut down the delay in transit, ensure proper loading at junction points and sealing of vans so that the goods reach the destinations not only speedily but also safely.

REPLY OF GOVERNMENT

The Recommendation has been brought to the notice of the Railways concerned and they have been asked to take suitable steps in the matter.

An analysis recently made of the transit time of perishables moving from different stations in the Sonapur and Samastipur Districts to Calcutta has shown that the transit time now ranges from 2 to 3 days. For potatoes from Varanasi District to stations in Assam, the actual transit time ranges now from 8 days upto Gauhati to 11·5 days upto Jorhat-Town and Tinsukia. In all these cases some improvement has been effected. Instructions have reissued for a close watch to be kept on the movement of all wagons loaded with perishables and take special care to reduce the transit time still further.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The Committee would like to have a report by the end of the financial year 1967-68 about the further improvements made in the transit time in regard to the movement of perishable traffic. The Committee would also like to know what other measures, including the introduction of crack goods trains, etc., have been taken in the matter.

Recommendation (Serial No. 28) Para No. 46

The Committee cannot too strongly emphasise the need for closer coordination between the Petroleum industries/Ministry of Chemicals and Petroleum and the Zonal Railways/Ministry of Railways in estimating and planning correctly for the movement of Petroleum products.

REPLY OF GOVERNMENT

The Estimates Committee's recommendation for close co-ordination between the Petroleum Industries/Ministry of Petroleum & Chemicals and the Zonal Railways/Ministry of Railways in the estimating and planning of the movement of Petroleum products is noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 29) Para No. 46

The Committee note that the 300 tank wagons rendered surplus on the Northeast Frontier Railway as a result of the commissioning of the Gauhati-Siliguri products pipeline in November, 1964 have since been transferred to the North Eastern Railway and based at Barauni. They also note that there is a proposal to utilise these Metre Gauge tank wagons for carrying petroleum products from Barauni to Shakurbasti through an all Metre Gauge route, but since the cost of the longer Metre Gauge route would be higher as compared to the Broad Gauge route, the question of sharing the additional freight is under the consideration of the Railways and the Indian Oil Corporation Limited. The Committee hope that a workable solution for the utilisation of 300 surplus tank wagons would be found at an early date.

REPLY OF GOVERNMENT

The issue of sharing the additional freight on POL despatches ex-Barauni to Shakurbasti by the relatively longer all Metre Gauge route has since been finalised in consultation with the Indian Oil Corporation. A copy of the orders issued in this regard is enclosed. (Appendix II)

Despatches of POL products to all points, including the Delhi area, which can be served by both the all Broad Gauge route and the all Metre Gauge route, are currently permitted and are taking place only by the all Metre Gauge route. As a result, the available fleet of Metre Gauge tank wagons is being fully utilised.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 30) Para No. 47

The Committee are concerned to note that there has been a large number of derailments in the North Eastern Railway and that after some comparative improvement in 1962-63 (147 derailments in 1962-63 as against 289 in 1958-59) the number of derailments in 1963-64 has again risen to 161.

The Committee are, however, informed that the Ministry of Railways are taking concerted measures to bring down the incidence of derailments and to effect improvement.

The Committee would stress that every effort should be made through audio-visual apparatus, refresher courses, intensive training, publicity campaigns, safety seminars, award of prizes, etc. to make the staff safety-conscious. These measures are all the more necessary as this Railway has inherited a large number of staff recruited during the Company days. They also hope that the Report of the high powered committee consisting of the Chief Operating Superintendent, North Eastern Railway, Chief Mechanical Engineer, North-east Frontier Railway and the Director, Research, Designs and Standards Organisation would be expedited and concerted measures taken in implementation of the recommendations to reduce the incidence of accidents.

REPLY OF GOVERNMENT

The Safety Organisation under the Transportation Superintendent (Safety) on the North Eastern Railway is already charged with the duty of making the staff safety conscious by pressing into service all available media of education and incentives envisaged by the Committee in their recommendation. There is already a substantial reduction in the number of derailments on the N.E. Railway.

The Committee of Heads of Departments has since submitted its report, which is under consideration of the Board. Such of the recommendations of the Committee as are found feasible will, in due course, be implemented for further reducing accidents.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

Further action taken to implement the recommendations made in the Report of the Committee of the Heads of Departments may be intimated.

Recommendation (Serial No. 31) Para No. 49

The Committee find that the proposed outlay for the Third Plan has been variously indicated by the General Manager, North Eastern Railway in the Annual Reports of the Railway. It is shown as Rs. 69,96 lakhs in the Annual Report for 1962-63 and Rs. 73,86 lakhs in the Annual Report for 1963-64.

The Committee have been informed that the Plan figures contained in the Annual Reports indicate the amounts which had been

asked for by the North Eastern Railway and not the amounts actually sanctioned by the Ministry of Railways.

The Committee would suggest that the Ministry of Railways may issue clear instructions on the subject so that uniform principles are followed by the General Managers in indicating the Plan outlay in the Annual Reports of the respective Zonal Railways.

REPLY OF GOVERNMENT

The Railway Board have issued instructions to the Zonal Railways as well as the Manufacturing Units and Projects that only figures of financial or physical targets relating to the Annual or the Five Year Plan which have been fixed or accepted by the Railway Board, should be published by them in their Annual Reports.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C) EC III/65, dated the 8th October, 1965].

Recommendation (Serial Nos. 32 & 33) Para No. 50

32. The Committee are not happy about the heavy shortfall in the execution of bridge works on the North Eastern Railway in as much as only 275 bridges were physically completed against the programme of 610 during the Second Five Year Plan. The Committee note that due to failure to implement the programmes of the Second Plan, a more modest programme has been taken up in the Third Plan. The Committee feel that such failures may lead to lack of proper railway facilities being created.

They, however, note that the progress during the current plan period has been fairly rapid and that work on 393 bridges, out of the 450 bridges, including those brought forward from the Second Plan, has been completed.

33. The Committee would like to emphasise that the regirdering of the Elgin Bridge on the North Eastern Railway which was originally programmed for 1957-58, should be completed as early as possible within the Third Plan period.

REPLY OF GOVERNMENT

32. In order to introduce higher speeds, a programme for track renewals and rehabilitation of 610 understrength bridges was prepared by the North Eastern Railway for the Second Plan period,

but the physical progress fell below expectations due to the following limiting factors:—

- (i) The programme of Track renewals absorbed nearly all available speed restrictions so that only a limited number of bridges could be taken up in each section. Operating requirements did not permit of additional restrictions.
- (ii) The supply position of bridge girders was different due to acute shortage of matching steel and this also slowed down the bridge rehabilitation programme.

The factors, which were beyond the control of the Railway Administration, resulted in bridge works having to be deferred to the Third Five Year Plan. The Railway, however, has made much headway during the Third Plan and tried to make good the postponement of rehabilitation work during the Second Plan. The procurement of matching steel sections is constantly watched and availability of steel girders has been augmented by stepping up fabrication in the bridge workshops of Railways.

33. The work of regirdering the Elgin Bridge estimated to cost Rs. 58.4 lakhs involves changing of 17 spans of 200' each. The girders arranged earlier had to be diverted to the Northeast Frontier Railway for more urgent works. The work on this bridge is held up for want of 9 spans which are on order and are expected to be received during 1966, and the work is likely to be completed by 1966-67. The order for fabrication of these 9 girders was placed on M/s. Jessops & Co., Calcutta, who are now executing the orders for the more important jobs of Krishna, Mahanadhi and Rupnarayan Bridges situated on important trunk routes. According to the priority laid down, the firm can take up fabrication of the girders of Elgin Bridge only in early 1966. It may be mentioned that the postponement of this work during the Second Plan has not hampered operation as it involves only a minor speed restriction over the bridge.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 34) Para No. 50

The Committee are not happy about the delay in the remodeling of the Gorakhpur marshalling yard which was originally included in the works programme for 1956-57 and 1957-58, but was subsequently spread over a large number of years on the ground that the scope for remodelling had to be increased to handle larger volume of traffic. The Committee feel that in an important yard

like Gorakhpur, which incidentally is also the headquarters of the North Eastern Railway, work should have been carried out with speed.

REPLY OF GOVERNMENT

The North Eastern Railway is taking steps to accelerate the work and complete it within the current financial year.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that the North Eastern Railway is taking steps to accelerate the work and complete it within the financial year 1965-66. The present position regarding remodelling of the yard may kindly be indicated.

[Lok Sabha Secretariat O.M. No. 5/19(1)ECII/65, dated the 10th February, 1967].

REPLY OF GOVERNMENT

The work relating to the remodelling of Gorakhpur Marshalling Yard was completed and the Final Phase opened on 4th December, 1966.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 15th April, 1967].

Recommendation (Serial No. 35) Para No. 50

The Committee are unhappy about the delay in remodelling of Kasganj yard due to delay in the acquisition of the requisite land. They consider that since the current requirements of Kasganj yard estimated by the Railways (450 wagons) are far larger than the existing working capacity of 282 wagons, there is urgent need to speed up the remodelling of the yard and for that purpose early and effective measures should be taken for the acquisition of land. They would suggest that the railway authorities should approach the State Government for necessary assistance in acquiring the land on a priority basis.

REPLY OF GOVERNMENT

The North Eastern Railway have been asked to take effective measures for early acquisition of the land with the assistance of

the State Government. They have also been asked to complete the remodelling work as early as possible.

[*Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965*].

COMMENTS OF THE COMMITTEE

If the land has not already been acquired, this should be done without delay. A report on the progress of the work may also be furnished.

Recommendation (S. No. 36) Para No. 50

The Committee would suggest that the remodelling plan for Samastipur yard should be finalised at an early date and that the work of Laheria Sarai should also be completed within the Plan period.

REPLY OF GOVERNMENT

(i) Samastipur yard:

The work is in advanced stage of completion. The North Eastern Railway have been asked to take all possible steps to complete the work as early as possible.

(ii) Laheria Sarai:

The North Eastern Railway have been asked to ensure completion of the work by the end of 1965.

[*Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965*].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that the work at Samastipur Yard is in advanced stage of completion, and that the North Eastern Railway have been asked to ensure completion of the work at Laheria Sarai by the end of 1965.

The latest position of the work at both the places may kindly be intimated.

[*Lok Sabha Secretariat O.M. No. 5/19(1)ECII/65, dated the 10th February, 1967*].

REPLY OF GOVERNMENT

(i) The work relating to the remodelling of Samastipur yard was completed and the Final Phase opened on 11th March, 1965.

(ii) As regards the work relating to the lengthening of loops at Laheria Sarai, it is stated that the new station building at Laheria Sarai was completed and opened on 24th January, 1967. Final Phase of extension of loops is, however, expected to be completed by the middle of April, 1967.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 15th April, 1967].

Recommendation (Serial No. 37) Para No. 50

The Committee feel distressed that the passenger amenities works programmed in the last two years of the First and Second Plans were carried forward and completed in the next Plan period. In view of the admitted need for augmenting the passenger amenities, every effort should be made by the Railways to utilise in full the Plan allocations for passenger amenities.

REPLY OF GOVERNMENT

Instructions have been issued to Railways to utilise fully the funds allotted under the Plan Head 'Passenger Amenities'.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 38) Para Nos. 51—53

The Committee note that while the average number of Broad Gauge wagons transhipped daily at Manduadih has gradually risen to 153.9 in 1964, it is still considerably less than the target of 200 wagons fixed by the Railway Board. The Committee also note that the average number of Metre Gauge wagons transhipped at Manduadih has come down from 89.3 in 1962 to 57.6 in 1964.

The Committee suggest that the proposal for providing a gravity transshipment yard near the Metre Gauge Loco Shed at Manduadih to meet the anticipated increase in coal and general goods traffic should be finalised at an early date.

They need hardly emphasise that close liaison should be maintained between the North Eastern Railway, Northern Railway and

the Deputy Director, Rail Movements, Mughalsarai in order to increase the number of transhipped wagons to 200 (B.G.), the target fixed by the Ministry of Railways.

REPLY OF GOVERNMENT

The proposal for providing a Gravity Transshipment Yard near the Metre Gauge Loco Shed at Manduadih is under the active consideration of the Board.

The recommendation made by the Estimates Committee for maintaining close liaison between the North Eastern and Northern Railways is noted. This duty has been specifically entrusted to the D.D.R.M., Mughalsarai, who works directly under the Railway Board. He is maintaining constant liaison not only between the Northern and North Eastern Railways but also with Eastern and Central Railways.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The progress made in providing a Gravity Transshipment Yard near the Metre Gauge Loco Shed at Manduadih may be intimated for the information of the Committee.

Recommendation (Serial No. 39) Para No. 57

The Committee are glad to note the energetic steps which have been taken by the Railways to improve the performance at Garhara to keep pace with the increasing requirements of the area served by this transshipment point. They would suggest that the provision of additional sheds and road mobile cranes should be expedited so that handling of consignments is facilitated.

REPLY OF GOVERNMENT

The suggestions of the Estimates Committee in regard to additional sheds and road mobile cranes have been noted. Two mobile road cranes have already been received at Garhara and are in the process of being commissioned for service.

The North Eastern Railway is finalising certain proposals for additional sheds.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 40) Para No. 58

The Committee would stress the need for taking effective action to reduce the average detention to goods stock (Broad Gauge and Metre Gauge) at Garhara transshipment point.

REPLY OF GOVERNMENT

Noted. As more facilities become available, the detention to BG as well as to MG stock is expected to come down. In the meanwhile all possible measures are being taken to keep down the detentions on both gauges by better supervision and other measures.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (S. No. 41) Para No. 60

The Committee note that the existing facilities in the Metre Gauge yard at Barabanki are required to be remodelled to deal with the higher level of terminating as well as through traffic by providing additional reception and marshalling lines in the yard, at an estimated cost of Rs. 30.24 lakhs.

As the provision of these additional facilities at Barabanki is of vital importance from the point of view of elimination of restrictions on the booking of traffic via Barabanki from Broad Gauge stations to stations falling within the Barabanki zone the Committee would stress the desirability of completing the requisite works within the Third Plan period.

REPLY OF GOVERNMENT

The North Eastern Railway have been advised to take urgent special steps to complete the work within the year 1965-66.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that the North Eastern Railway have been advised to take urgent special steps to complete the work within the year 1965-66.

It may kindly be stated whether the work has since been completed and if so, when.

[*Lok Sabha Secretariat O.M. No. 5/19(1)EC. II/65, dated the 10th February, 1967.*]

REPLY OF GOVERNMENT

The work of providing additional reception and marshalling lines at Barabanki was completed on 1st January, 1967.

[*Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 15th April, 1967.*]

Recommendation (S. No. 42) Para No. 61

The Committee have been informed that there are three main transshipment points on the North Eastern Railway viz., Garhara, Manduadih and Bareilly, where covered accommodation has not yet been provided.

The Committee would suggest that the question of providing covered accommodation at these important transshipment points may be examined with reference to the nature of commodities which are required to be transhipped.

REPLY OF GOVERNMENT

The suggestion to provide covered accommodation at the transshipment points at Garhara, Manduadih and Bareilly stations has been examined. The position is as under:—

Garhara: Sheds Nos. 1 to 8 and 19 at Garhara are already covered, and, as far as possible, commodities requiring protection against rain are handled only in these sheds:

In the recent past there has been a spurt in general goods traffic, particularly on account of the heavy movement of imported food-grains to eastern U.P., North Bihar, West Bengal and Assam. Consequently, it has not been possible to handle all the general goods traffic for transshipment in the covered sheds. Proposals are, therefore, under consideration for the provision of additional covered accommodation to deal with general goods traffic.

Manduadih: The transshipment yard at Manduadih has four covered sheds. The capacity available is considered adequate for the requirements of the present level of general goods traffic.

Bareilly: It is proposed to provide a covered shed on the main transshipment platform and also on the transshipment platform at the west end, through the Works Programme for 1966-67.

[*Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65 dated the 8th October, 1965.*]

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to the recommendation regarding Bareilly, it has been stated that it is proposed to provide a covered shed on the main transshipment platform and also on the transshipment platform at the west end, through the works programme for 1966-67.

The latest position in this regard may kindly be indicated.

[*Lok Sabha Secretariat O.M. No. 5/19(1)EC. II/65, dated the 10th February, 1967.*]

REPLY OF GOVERNMENT

The work of fabrication of shed structures is in hand and the erection work is expected to be completed before December 1967.

[*Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65, dated the 20th April, 1967.*]

Recommendation (Serial No. 43) Para No. 63

The Committee would stress that the remodelling of Mailani and Muzaffarpur Yards should be completed at an early date so that they can cope not only with the requirements but there is also sufficient margin for meeting any unforeseen increase.

REPLY OF GOVERNMENT

(i) Mailani Yard:

The Engineering work in this yard has already been completed and the working rules are being finalised. The yard capacity will have adequate margin over that required for the present level of traffic.

(ii) Muzaffarpur Yard:

The remodelling of this yard is in progress and scheduled for completion by the end of 1965. The scope of the remodelling has

been extended to improvement of signalling and interlocking arrangements also and the estimate of cost has recently been revised accordingly. The remodelled yard will increase the present capacity by about 45 per cent which should be sufficient to take care of the normal annual increase of traffic of 3 to 4 per cent per annum and even any occasional surges in traffic.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 44) Para No. 63

The Committee would like to point out that at Manduadih and Aishbagh marshalling yards the working capacity is just equal to the requirement. The Committee would suggest that the question of increasing the working capacities of these two important yards should be urgently examined and necessary action taken to increase the capacity.

REPLY OF GOVERNMENT

The Railway has been asked to undertake a detailed study of these two yards with specific reference to the detention to stock, the pattern and trends of traffic foreseen in the near future, etc.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 45) Para No. 66

The Committee would suggest that the North Eastern Railway should take measures to eliminate causes like non-availability of power, putting back of trains etc., which increase the detention to wagons in Gorakhpur Yard so that the performance there conforms not only to the target fixed but excels it.

REPLY OF GOVERNMENT

In order to eliminate detention to wagons at Gorakhpur yard due to non-availability of power, the power capacity has since been augmented commensurate with the increased flow of traffic through the yard.

Occasions for putting back trains are being reduced by proper co-ordination in the ordering of trains, keeping in view the availability

of power, crew and path as also the capacity of the yard to offer the trains in time.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 46) Para No. 67

The Committee find that the high percentage of 98.8 per cent for punctual start of goods trains from Gorakhpur Yard, which was attained in April, 1964, has not been maintained in subsequent months and fell to 96.1 per cent in September, 1964. The Committee would stress that all possible measures should be taken, including rigid watch on the availability of crew and power and crossings, to ensure that the goods trains leave to time from Gorakhpur.

REPLY OF GOVERNMENT

Efforts have since been intensified to despatch trains punctually from Gorakhpur yard. This aspect of operation is receiving the close attention of the Operating Officers, at the District as well as the Headquarters' level. The Station Master, Loco Foreman and Train Examiner at each Marshalling yard are also required to meet daily to discuss the yard performance, including that of late starts to goods trains on the previous day, so that remedial measures can be taken on the spot. The power capacity has also been augmented to improve the availability of engines.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 47) Para No. 69

The Committee hope that the increase in capacity expected on Gorakhpur-Chupra Section of the North Eastern Railway as a result of installation of the centralised traffic control on that section would be put to effective use by introducing additional passenger trains to relieve overcrowding and for speedier clearance of goods.

REPLY OF GOVERNMENT

In order to make an assessment of the extent of overcrowding in the passenger carrying trains running on the main and branch lines of the North Eastern Railway, a census of the passenger traffic was conducted in April, 1965. This census showed that the slight overcrowding in evidence on the railway is confined to the main line long distance fast services running between Lucknow and Katihar;

and that passenger capacity on the short distance passenger services like those available, for instance, between Gorakhpur and Chupra was not fully utilised. The solution to the problem of overcrowding on the N. E. Railway thus lies in the introduction of an additional fast train between Lucknow and Katihar or beyond, extending to the contiguous North-east Frontier Railway. To this end, developmental works like Centralised Traffic Control on the Gorakhpur-Chupra section and the operation of Tokenless Block working on the Lucknow-Gonda and Barauni-Katihar sections have been programmed for the generation of additional line capacity on the main line of the North Eastern Railway. Works are similarly on hand to provide CTC on the Bongaigaon-Changsari M. G. section of N. F. Railway. As and when additional line capacity becomes available on these sections, the introduction of an additional main line fast service will be duly considered with reference to the pattern of traffic then obtaining.

Should justification arise for additional passenger services on the Gorakhpur-Chupra section, they will no doubt be introduced.

The additional capacity that would become available as a result of CTC would also be used for meeting the goods traffic arising principally out of the fertilizer factory now being set up at Gorakhpur.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 48) Para No. 69

The Committee would like to stress that a careful watch should be kept to ensure that the economy envisaged by reduction in operating staff on introduction of Centralised Traffic Control on the Gorakhpur-Chupra Section of the North Eastern Railway is actually realised.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 49) Para No. 69

The Committee would suggest that an evaluation of the benefits expected to accrue from the Centralised Traffic Control (being installed on the Gorakhpur-Chupra Section of the North Eastern Railway) vis-a-vis its recurring and non-recurring cost should be made by an expert committee before extending it on Railways.

REPLY OF GOVERNMENT

The benefits in terms of recurring and non-recurring costs of Centralised Traffic Control now being installed on the Gorakhpur-Chupra section will be evaluated progressively by experts as soon as the operation of the system is consolidated and the traffic growth has taken place. But, though this is its first application to Indian conditions, Centralised Traffic Control is a tried and tested technological advance in railway operating techniques, and the basic components of the system are similar to, if not identical with, the route relay installations already provided in the Madras and Bombay areas (and programmed for installation shortly at Howrah and Ahmedabad). Sufficient technical and operational experience has thus already been gained. This system is of great value in postponing or even avoiding the need for doubling and wider applications of the system in the Fourth Plan period is necessary to conserve limited resources.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65, dated the 8th October, 1965.]

COMMENTS OF THE COMMITTEE

A report on the improvements effected and economy achieved as a result of installation of the Centralised Traffic Control may be sent after a year for the information of the Committee.

Recommendation (Serial No. 50) Para No. 70

The Committee have been informed that there are still 30 stations on the North Eastern Railway where full basic amenities are yet to be provided. They note that the Railway expect to provide full basic amenities on all these stations during the financial year 1964-65. The Committee need not emphasise that the target date should be adhered to.

REPLY OF GOVERNMENT

Of the 30 stations at which basic amenities were lacking, work at 16 stations has been completed, and is in progress at the remaining 14 stations. It is expected that the work on these 14 stations also will be completed shortly.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965.]

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that the work on 14 stations of the North Eastern Railway, at which basic amenities were lacking, is expected to be completed shortly.

It may kindly be stated whether the provision of basic amenities at all these stations has since been completed. If not, the number of stations still lacking in basic amenities and the date by which these amenities are expected to be provided may kindly be indicated.

[Lok Sabha Secretariat O.M. No. 5/19(1)ECII/65, dated the 10th February, 1967].

REPLY OF GOVERNMENT

Basic amenities at all stations have since been completed except at Jalalpur-Panwara and Singhi-Rampur Stations. The work at these stations is held up due to delay in acquisition of land. Civil Authorities are being pursued by the Railway and it is expected that the work will be completed within six months after the acquisition of land.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 20th April, 1967].

Recommendation (Serial No. 52) Para 72

The Committee have been informed that the Railways had appointed a departmental committee to go into the question of amenities for III Class passengers in steamers and at ghats, which has recently submitted its report. The Committee hope that early action would be taken by the Railways to improve the standard of amenities on the ghats and in steamers on the North Eastern Railway in the light of recommendations made by the departmental committee.

REPLY OF GOVERNMENT

The recommendations made in the report of the Departmental Committee have been generally accepted and action has also been initiated to implement them. 14 recommendations have already been given effect to and the North Eastern Railway is currently dealing with 13 others, which will be pursued for implementation as

materials required for the work are received and the vessels are taken up for dry dock attention.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 53) Para No. 73

As there is a feeling that the provision of a high margin of time between the terminal station and the next earlier station is only one of the statistical methods to show improved efficiency in the eyes of the public, the Committee would stress that a stricter watch should be kept on the arrival of trains at intermediate stations so that the trains shown as right time in the punctuality chart arrive in time not only at the terminal station but also at important intermediate stations en route.

REPLY OF GOVERNMENT

1. Instructions already exist for ensuring punctual running of trains uniformly throughout their run, including the intermediate stations *en route* so that no inconvenience is caused to users detraining or entraining at such stations. The recommendation of the Committee has, however, been noted and the instructions have again been repeated to the Railway Administrations for ensuring the punctual arrival of trains not only at the terminal station but also at the important intermediate stations.

2. As regards the provision of "high margin of time" referred to in the recommendation, it is explained that in making time tables of trains, a certain recovery time has to be allowed in order to take care of speed restrictions and other features of train operation which cannot be tied to a particular spot. Thus temporary speed restrictions have to be imposed while carrying out track relaying works. The spots where the restrictions have to be observed will naturally change as the work progress. It is, therefore, not possible to provide for it in any specific station-to-station running time. It has necessarily to be provided at the end of an engine run. Similarly, the quantum of loading and unloading to be done in the brakevans of the trains at stations varies from season to season. The fixed time provided in the time table in many cases does not suffice. It has, therefore, to be allowed for in some way. Then, again, while it is certain that a signal will fail somewhere once in a while or a driver will miss a token or stray cattle will get run over on a long section of the route, or a rail might break or a sleeper catch fire, it cannot be said where such a contingency will occur. All such

contingencies, which are sure will occur but the site of occurrence of which cannot be foreseen, have nevertheless to be allowed for in the time table if trains are to run punctually. This is done by allowing a suitable margin of time at the end of each run, determined by a consideration of the various engineering works under way and the experience of operating conditions, statistical analysis of signal failures, and other sporadic incidents. These margins are, therefore, not statistical devices merely to present a picture of improved efficiency to the public. They are an inevitable operating necessity required to give time tables a robustness in the face of innumerable uncertainties of day-to-day operation whose incidence can be foreseen only on a collective or statistical basis. All such margins are periodically reviewed to ensure that they are neither more nor less than what the conditions in the field require.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

Recommendation (Serial No. 54) Para No. 76

The Committee are glad to note that the Railways have introduced as many as 26 new passenger trains during the current year on the North Eastern Railway to relieve overcrowding on that Railway. It remains, however, to be seen to what extent these prove adequate to meet the requirements. The Committee have no doubt that now that the goods traffic position has greatly eased the Railways would pay close attention to the need for relieving overcrowding by introducing necessary new services and opening seasonal services as required.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

Recommendation (Serial No. 55) Para No. 78

The Committee cannot help feeling that if all the remedies which are put down on paper are in effect enforced, there should before long be an elimination of all suspicion of malpractices in the matter of reservation of seats. It is clearly in the Railways' own interest to spare no effort to make the reservation services efficient and free from all suspicion.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted and the North Eastern Railway Administration have been asked to ensure strict compliance of the instructions referred to.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendations (Serial Nos. 56 & 57) Para No. 81

56. The Committee note that as a result of various measures taken, such as procurement of raw materials in bulk, tightening up of schedules of ingredients, economy in fuel, staff, etc., the losses on the working of departmental catering on the North Eastern Railway have been eliminated and a profit of Rs. 94,000 has been made in 1963-64.

The Committee would, however, like to emphasise that the aim of departmental catering should be to run it at a 'no profit no loss' basis. Now that the Railways have made some profit, concentrated attention should be paid to the task of improving the quality and efficiency of service so that the passengers may get wholesome food at reasonable prices.

57. The Committee are glad to learn that a catering school has recently been started by the North Eastern Railway at Gorakhpur to impart training to departmental cooks, bearers and other catering staff.

They would like that apart from giving training to new recruits, refresher courses should be held, particularly for cooks, so that they are kept abreast of the advances made in catering. The Committee would also suggest that the catering staff of private vendors should also be imparted refresher training in the Catering School at suitable intervals.

REPLY OF GOVERNMENT

56. Noted.

57. Detailed instructions have been drawn up for the training of the main categories of catering staff, viz., Cooks and Waiters/Bearers, Managers and Inspectors. Some Inspectors/Managers are also sent to the College of Catering at Andheri for training. Cooks/Bearers engaged in the preparation/sale of Western style food are required to be sent to one of the Railway hotels at Aurangabad, Ranchi or Puri.

On the North Eastern Railway, classes were specially arranged for Cooks and Bearers. The Board have considered such classes useful and other Railways also have been asked to organise similar classes for the benefit of Cooks and Bearers.

Railways have been advised to take appropriate action on the recommendation of the Estimates Committee for holding refresher courses particularly for Cooks.

It is obligatory for contractors to ensure that their Cooks etc. possess the requisite experience to render satisfactory service to passengers and this aspect is borne in mind initially while selecting the contractors. If during the course of working, the contractors are found to be rendering unsatisfactory service, they are taken up with and in serious cases, their contracts are terminated. The above arrangements are considered satisfactory. It will, however, not be feasible for the Railways to take over the responsibility of giving training/refresher training to catering staff of about 5,000 contractors working at stations.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 58) Para No. 82

The Committee understand that a Conference of all the Catering contractors on the North Eastern Railway was held at Gorakhpur about 4 months back to discuss their difficulties and elicit suggestions. The contractors were also given practical demonstrations in cleaning of utensils.

In view of the wide-spread feeling amongst the travelling public that the standard of catering is still far from satisfactory, the Committee would stress the need for maintaining strict inspection and provision of adequate guidance to ensure that the vendors maintain satisfactory standards.

REPLY OF GOVERNMENT

In awarding contracts for catering and vending at Railway stations, every care is taken to ensure that only persons capable of rendering satisfactory service are appointed as contractors.

In order to ensure personal attention, the holdings of any one contractor are limited. It has been laid down that holdings of contractors, which comprise of 2 units or above, are not increased by awarding additional contracts.

Subletting of contracts is prohibited. Instructions are that cases of subletting should be viewed seriously and contracts terminated forthwith in proved cases.

2. Close supervision is maintained over the catering establishments run by the contractors, by periodical inspections by inspectorial staff as well as by officers. When defects are noticed, suitable action is taken against the contractors, with a view to set matters right. In the event of unsatisfactory working, the Railway Administrations are required to take strict action, viz., imposition of fines, termination of the contracts, etc.

3. Regarding guidance being offered to contractors, supervisory staff, namely, inspectors, etc. during their inspections, tender suitable advice to contractors to make proper arrangements for cooking and service of edibles, for maintenance of hygienic and sanitary conditions, etc.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

Recommendation (Serial No. 59) Para No. 83

The Committee regret to learn that no record is kept by the North Eastern Railway to indicate the number of cases where action had been taken against vendors for unsatisfactory cleaning of utensils. They would suggest that the Inspectors of catering establishments on the Railway should make a special point of checking the arrangement for cleaning utensils with detergent and boiling water and observance of hygienic conditions. A close watch should be kept both by the District authorities and Headquarters to see that corrective action is taken in all cases and that the vendors are not allowed to slip back to unhygienic ways.

REPLY OF GOVERNMENT

Instructions have been issued to the Railway Administrations that a record of action taken against vendors, cleaners etc., in the various catering/vending establishments for unsatisfactory cleaning of utensils, crockery etc., should be separately kept. Extant instructions regarding checking, *inter alia*, of arrangements for cleaning utensils and observance of hygienic conditions, have been reiterated to the Railway Administrations to ensure strict compliance by Catering Inspectors and other supervisory staff concerned.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

Recommendation (Serial No. 60) Para No. 84

The Committee note that a Milk Bar has been functioning at Pilibhit station on the North Eastern Railway. As the need for dairy development comes to be better recognised and more modern dairies are established in the country, the Committee would suggest that Railways should try to increase the number of modern Milk Bars at Railway Stations.

The Committee would also stress the need for ensuring that wholesome milk is supplied at these Milk Bars in the interest of health of the travelling public.

REPLY OF GOVERNMENT

The recommendations of the Estimates Committee have been specially brought to the notice of the Railway Administrations for necessary action.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 61) Para No. 92

The Committee are concerned to note that the percentage of claims paid on account of pilferage on the North Eastern Railway increased from 66 per cent in 1962-63 to 68 per cent in 1963-64. This obviously indicates the need for tightening up further the security measures with a view to reduce the claims. The Committee would, in particular, stress the need for taking concerted measures to check pilferage of costly commodities like piece goods for which the amount paid as compensation claim has risen perceptibly from Rs. 6.52 lakhs in 1962-63 to Rs. 10.30 lakhs in 1963-64.

The Committee would also like to draw special attention to the High percentage of claims on the North Eastern Railway arising out of non-receipt of complete packages or consignments and delay in transit. They note that the percentage of claims paid on account of 'loss of complete packages or consignments' rose from 18.48 per cent in 1961-62 to 21.03 per cent in 1963-64. The Committee have an impression that the Railways have not taken adequate steps after the Report of the Railway Corruption Enquiry Committee (1953-55) to eliminate either negligence or collusion on the part of Railway staff, which is obvious from the rise in claim on account of 'non-receipt of complete packages or consignments'. The committee would like the

Railways to fix responsibility for the loss of goods and to take appropriate steps against the staff responsible for the losses.

REPLY OF GOVERNMENT

Instructions have been issued to the North Eastern Railway, as also to other Railways, that security measures to check pilferages should be tightened further with particular regard to costly commodities like piece-goods, that effective steps be taken to eliminate negligence or collusion on the part of Railway staff resulting in loss of complete packages or consignments, and that staff responsibility for the loss should be invariably fixed and appropriate actions taken against the staff responsible for loss.

A copy of Railway Board's letter No. TCIII/3132/65/Estimates Committee/NER/61 dated 5.4.65 addressed to the General Manager, North Eastern Railway, with endorsement to the other Railways, is enclosed (Appendix III).

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965]

COMMENTS OF THE COMMITTEE

The Committee may be informed before the end of the financial year 1967-68 about the improvement made as a result of the instructions issued to the North Eastern Railway.

Recommendation (Serial No. 62) Para No. 93

The Committee note that the percentage of claims paid by the North Eastern Railway on account of 'delay in transit' rose from 1.83% in 1961-62 to 2.57% in 1962-63 but has come down in 1963-64 to 1.86%. They feel that for a Railway like the North Eastern, which has a number of important transshipment points, it is of the utmost importance that goods are not only transhipped promptly but are also handled safely and carefully.

If these two steps are strictly ensured the Committee feel sure that the Railway would be able to effect substantial reduction in claims compensation arising out of delay in transit or loss of packages or consignments in transit. The committee would stress that the performance in this behalf should be closely watched by the Railway authorities at the highest level to ensure that no slackness creeps in.

REPLY OF GOVERNMENT

Instructions have been repeated to the General Manager, North Eastern Railway, as also to other Railways, to ensure that goods are not only transhipped promptly but are also handled safely and carefully at all the transhipment points situated on that Railway. Railways have also been directed that the performance at all transhipment points should be closely watched by the authorities at the highest level to ensure that no slackness creeps in.

A copy of Railway Board's letter No. TCIII/3132/65/Estimate Committee/NE/62 dated 3-4-65 addressed to the General Manager, North Eastern Railway with an endorsement to the other Railways, is enclosed. (Appendix IV)

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The Committee would like to be informed about the improvement made in the matter.

Recommendation (Serial No. 63) Para No. 94

While the Committee are glad to note that the average time taken by the North Eastern Railway in disposal of claims cases has been appreciably reduced during 1964-65 (the average from April to October 1964 being 39 days as against the average of 54 days for the years 1962-63 and 1963-64), they consider that a sustained drive is necessary to maintain this tempo. They would also stress the need for judicious disposal of claims cases so as to avoid litigation on the one side and payment of inflated amounts on the other.

REPLY OF GOVERNMENT

Instructions have been repeated to the General Manager, North Eastern Railway, as also to other Railways, that concerted and sustained efforts should be made to keep the average time taken for settlement of claims at the minimum possible, and that judicious disposal of claims should be ensured so as to avoid litigation on the one hand and payment of inflated amounts on the other.

A copy of Railway Board's letter No. TCIII/3132/65/Estimates Committee/NER/63 dated 3-4-65 addressed to General Manager, North Eastern Railway, with an endorsement to the other Railways, is enclosed. (Appendix V).

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 64) Para No. 97

The Committee understand that in order to prevent ticketless travelling, the Railways are considering the introduction of a pilot scheme on all Indian Railways for conducting regular checks over sections which are notorious for ticketless travelling. Under the scheme, there would be one Travelling Ticket Examiner for each III Class coach, assisted by one Railway Protection Force Sainik. The Committee would suggest that the feasibility of introducing the pilot scheme on a selective basis may be gone into urgently. They would also suggest that as the last comprehensive census of ticketless travelling was taken nearly five years ago, it is time that a fresh census was undertaken without further delay. They need hardly stress that in the light of the census, measures against ticketless travelling should be intensified on sections where the incidence is found to be high. The Railways should enlist the co-operation of the State Government concerned, the educational institutions and non-official Organisations, specially transport users' associations to combat the evil of ticketless travelling. They would also suggest that the Central and State Publicity organisations should be used to bring home to the public the anti-social nature of ticketless travelling which deprives a national undertaking of its rightful earnings.

REPLY OF GOVERNMENT

Necessary instructions for the introduction of the pilot scheme for checking ticketless travelling have been issued to Railways. It has been decided to introduce the scheme of providing one TTE and two RPF Sainiks for each Third Class coach on an experimental basis for a period of one year on one or two sections on each Railway.

2. In order to obtain an assessment of the extent of ticketless travelling over the various sections of the railway, a temporary Central Ticket Checking Organisation was set up under the control of the Railway Board in 1957 and again in 1959-60. All the trains were checked by the Central Ticket Checking Squads, section by section, with

a view to ascertaining the extent of ticketless travelling on each section. It is considered advisable to consider the question of setting up a Central Ticket Checking Organisation after the pilot scheme has been in force for some time.

3. The co-operation of State Governments, educational institutions and non-official organisations is being enlisted in the fight against the evil of ticketless travelling. In July 1963 Chief Ministers of States were addressed by the Minister for Railways for mobilising public opinion against this social evil. In December 1962, the Deputy Minister for Railways wrote to all M.Ps, from the Bihar State for securing public co-operation in the matter. Railway Administration have addressed the educational institutions within their jurisdiction seeking their co-operation in checking ticketless travelling by students. The non-official members of the National/Zonal/Regional and Divisional Railway Users' Consultative Council/Committees have been authorised to call upon Station Masters or TTEs to check tickets of passengers in their presence if they have reason to believe that they are travelling without tickets. Recently Zonal Railways were directed to utilise the services of social service organisations of repute, like the Bharat Sewak Samaj, for obtaining volunteers to assist TTEs at the time of surprise checks. This has been done mainly to mobilise public opinion against this evil.

4. The suggestion that Railways should enlist the co-operation of transport users' associations is accepted and necessary instructions are being issued to Railways.

5. It is proposed to issue a pamphlet for distribution among students describing the consequences of ticketless travelling and alarm chain pulling and appealing to their sense of civic responsibility and patriotism to desist from these practices. Apart from this, the Ministry of Information and Broadcasting have produced "quickies" on ticketless travelling which are exhibited by Railways for the information and education of the public.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

COMMENTS OF THE COMMITTEE

The success of the Pilot Scheme of Ticket Checking and the progress made in its extension may be intimated for the information of the Committee.

Recommendation (Serial No. 65) Para No. 98

The Committee feel that the existing practice of having Station Masters as contractors for loading and unloading of goods on some

stations of the North Eastern Railway is at best an expedient to get over the difficulty of handling of goods at small stations. They have, no doubt, that if the traffic handled at these stations increases the Railway would consider having either departmental or contractor labour at these stations.

REPLY OF GOVERNMENT

The Railway Administration has been instructed to bear the recommendation in mind, review the position from time to time and take necessary action in the matter.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 66) Para No. 99

The Study Group of the Estimates Committee which visited some sections of the North Eastern Railway in July, 1964, noticed that on some stations the advertisements displayed in neon light tended to overshadow the display of the name of the station. The Committee would suggest that the name boards of railway stations should be displayed prominently and well lighted so that the travelling passengers may have no difficulty in finding their whereabouts. The advertisements which bring in revenue should be judiciously positioned, keeping in view the overall public interest.

REPLY OF GOVERNMENT

The recommendation has been brought to the notice of the railway administrations. It has been particularly stressed that care should be taken to see that advertisements do not overshadow the name of the station or other sign-boards giving information useful to the general public and that name boards should be displayed prominently and well lit.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 67) Para No. 101

The Committee have been informed that the Ministry of Railways have decided as a matter of policy that while periodical overhaul of locomotives should be done in the Workshops, intermediate overhaul should be done in selected loco sheds, so that the repairs could be attended to close to the home shed and the engine made

available for traffic as quickly as possible. This principle would be gradually applied on the North Eastern Railway and capacity developed for giving intermediate overhaul at selected loco sheds.

The Committee need hardly stress that adequate capacity should be developed in time in the selected loco sheds so that the intermediate overhaul of locomotives does not suffer.

REPLY OF GOVERNMENT

In pursuance of the policy, intermediate overhaul facilities have already been developed in five major loco sheds of the N.E. Railway and these loco sheds are now carrying out such overhauls. Similar facilities are being developed in three more major loco sheds of the Railway.

With the development of these facilities in the Loco Sheds and the residual capacity in the Workshops after meeting the full requirements of Periodical Overhaul, the total workload of Intermediate Overhauls on the Railway will be adequately met.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 68) Para No. 102

The Committee are concerned to note that the All Railway (Metre Gauge) average cost per standard unit of repair to locomotives has risen from Rs. 28,100 in 1961-62 to Rs. 33,351 in 1962-63 and Rs. 34,156 in 1963-64.

The Committee would like the Ministry of Railways to go into the reasons for this marked increase in the average cost and take remedial measures to bring it down.

REPLY OF GOVERNMENT

'WORKSHOP PERFORMANCE', including the repair cost aspect, is constantly reviewed at all levels and corrective measures taken where necessary. This is a continuous process. This subject also regularly forms part of the Agenda of the periodical meetings of the Railway Board with the General Managers and the Chief Mechanical Engineers of the Railways, where detailed reviews of the Workshop Performance are made and directives given to the Railway Administrations to effect improvement wherever called for.

It may be mentioned in this connection that the All Railway (Metre Gauge) average cost per standard unit repair to locomotives during the first half of 1964-65 has come down to a figure of about Rs. 27,900, as compared to Rs. 33,351 during 1962-63 and Rs. 34,156 during 1963-64.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 69) Para No. 104

The Committee are not happy at the slow and halting progress made so far in extending the incentive system of working to Izatnagar Workshop and would stress that more expeditious action should be taken in this behalf as it has a direct bearing on productivity and cost of unit standard repair.

REPLY OF GOVERNMENT

Vigorous steps are being taken to complete the introduction of the incentive scheme in Izatnagar Workshops of the North Eastern Railway as expeditiously as possible. The present position after a review of the staff expected to be brought within the purview of the incentive scheme in this Workshop is that about 91.4% of the staff have already been covered under this scheme. The remaining staff will also be similarly covered soon.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 70) Para No. 108

The Committee would stress that the remaining 951 men in the Gorakhpur Workshop should be covered by the incentive scheme of working by March, 1965 and that efforts to extend the incentive scheme to the Samastipur Workshop should be intensified. They would also stress that the difficulties of materials which are hampering the introduction of the incentive scheme should be removed on priority basis.

REPLY OF GOVERNMENT

On a further review it was found that a total of 3,257 men could be brought under the incentive scheme in the Gorakhpur Workshop. 3,190 men have already been brought under the incentive scheme.

and the balance of 67 men are expected to be covered under the scheme shortly.

The observations of the Committee regarding the Samastipur Workshop are noted and arrangements are being made to start the incentive scheme in this Workshop shortly after which it will be gradually extended. Arrangements for procurement of material are also being tightened up.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 71) Para No. 111

The Committee have been informed that one of the reasons for higher cost of repairs to coaching vehicles in the Gorakhpur Workshop is the fact that the interval between workshop overhauls to coaching vehicles (other than main line Mail and Express Rake Coaches) on the North Eastern Railway is on an average six months more than on most other Railways. The Committee are not convinced with this reason as they find that the interval between the shop overhaul of main line Mail and Express rake coaches on the North Eastern Railway is 9 months, which is exactly the same as laid down in the standard schedule. There is, therefore, no reason why the cost of periodical overhaul to Mail and Express rake coaches should be higher in Gorakhpur Workshop. The Committee would, therefore, stress that intensive measures, such as the incentive scheme of working, standardisation of repair operations and laying down of rational yardsticks for undertaking various operations, should be taken to increase productivity and bring down the cost.

REPLY OF GOVERNMENT

The Committee's recommendation laying stress on intensive measures such as greater coverage under the incentive scheme and standardisation of repair practices are noted and further attention is being concentrated in these directions. The coverage under the incentive scheme in Gorakhpur shops has been progressively increased and is, at present, about 98 per cent. The repair practices are also being standardised progressively.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965].

Recommendation (Serial No. 72) Para No. 115

The Committee are distressed to note that 14 machines have remained uncommissioned in Izatnagar Workshop for several years for want of spare parts and other fixtures as well as electrical modifications. They feel that it should have been possible for the Railways, with their vast resources and experience, to locate the sources of supply much earlier. They hope that these machines' would now be brought into use without further delay either in this Railway or in any other.

The Committee would also stress that if the 24 U.S. surplus machines stored in Izatnagar Workshop are not required by the North Eastern Railway they may be transferred to Workshops/Loco Sheds of other Railways or other Public Undertaking where they could be put to effective use.

REPLY OF GOVERNMENT

Six of the 14 machines referred to by the Committee have already been put into commission. It has not been found possible to obtain all the deficient components for five machines even from the manufacturers, as the machines are obsolete and no longer in production. It is therefore proposed to modify these machines or to use alternative fittings on them to bring them into use. In the case of two other machines attempts are still being made to obtain the deficient parts from the manufacturer. The remaining one machine, which is U.S. surplus, is deficient of vital parts which are unobtainable. All attempts to procure these parts or to modify the machine having failed, and taking into account the general condition of the machine, it is now proposed to scrap it after removing the serviceable parts.

2. As regards the 24 USA War Department surplus machines the position is that in 5 machines, certain vital parts are missing or broken. These parts are unobtainable even from the makers as the machines are obsolete. The question of scrapping these machines after removing all usable parts is under consideration. The remaining 19 machines are unsuitable for the type of work done in Railway workshops and Production Units. Ordnance factories to whom these machines were offered have also not found them suitable for their work. The other public sector Projects are now being asked if they have any use for these machines after suitable repairs. If it is eventually found that the machines cannot be used

even by the public sector projects, the question of condemning them also after removing all the usable parts will be considered.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 8th October, 1965]

Recommendation (S. No. 73) Para No. 117

The Committee have been informed that a proposal for setting up a Central Signal Workshop on Railways for production of modern signalling equipment has been approved and tenders have been issued for setting up the workshop in collaboration with reputed manufacturer of signalling equipment. The tenders are expected to be received in March, 1965. It has been stated that the indigenous capacity developed in the private sector coupled with the capacity to be developed, in the proposed Central Signal Workshop for specialised modern signalling equipment would help to meet gradually almost all the requirements for electrical signalling equipment. Some import of specialised raw materials, special components and patented articles, is however, likely to continue until indigenous substitutes become available.

The Committee hope that Government will take early steps to set up the proposed Central Signal Workshop and thus to make the country self-sufficient in the field of signalling and tele-communications which play a vital part in modern transport.

REPLY OF GOVERNMENT

Tenders have already been received and opened on 1st April, 1965. They are now being examined. Efforts are being made to expedite finalisation of the tenders and setting up of the Signalling Equipment Factory.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that efforts are being made to expedite finalisation of the tenders and setting up of the Signalling Equipment Factory.

The latest position regarding setting up of the factory may kindly be indicated.

[Lok Sabha Secretariat O.M. No. 5/19(1)-EC-II/65, dated the 10th February, 1967].

REPLY OF GOVERNMENT

As regards the setting up of the Signalling Equipment Factory, the matter is under active consideration and a final decision is expected to be taken in the next few months.

[Ministry of Railways (Railway Board) O.M. No. 65-B (C)-EC III/65, dated the 15th April, 1967].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

It may kindly be clarified as to whether the finalisation of tenders is under consideration of Government or the whole question of setting up of the Signalling Equipment Factory is now being re-considered. In case of the latter, the reasons therefor may also kindly be stated.

[Lok Sabha Secretariat O.M. No. 5/19(1)EC-II/65, dated the 19th May, 1967.]

REPLY OF GOVERNMENT

While the tenders opened on 3rd March 1967 are being processed, a subsequent development is that, besides this, a proposal has been received from M/s. Westinghouse Saxby Farmer, Calcutta, in which they have suggested financial participation by the Indian Railways with M/s. Westinghouse Saxby Farmer Limited, Calcutta. This proposal is also being considered. It is expected that the final decision in regard to this case will be taken shortly.

[Ministry of Railways (Railway Board) O.M. No. 65-B(G)-ECIII/65, dated the 3rd June, 1967].

COMMENTS OF THE COMMITTEE

The Committee feel unhappy about the delay in finalising the decision regarding the setting up of the Signalling Equipment Factory. They would like to be informed about the final decision taken in the matter.

Recommendation (Seial No. 74) Para No. 119

The Committee desired to know the losses on account of thefts of electrical fittings on the North Eastern Railway during the last three years, but reconciled figures could not be furnished as the Electrical Department and the Chief Security Officer of the North Eastern Railway are maintaining separate sets of figures.

The Committee need hardly emphasise that reconciled figures of losses of equipment, whether electrical or of other Departments, should be maintained. They would also stress that these statistics should be carefully compiled and analysed with a view to take remedial measures to check the losses.

REPLY OF GOVERNMENT

A uniform procedure for compilation and reconciliation of figures of thefts and losses of Electrical & Mechanical fittings has recently been formulated by the Board for adoption by all the Zonal Railways.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

Recommendation (Serial No. 75) Para No. 120

The Committee note that while the number of stock verification sheets relating to N.E. Railway cleared in 1962-63 had risen to 3317 as compared to 2280 in 1961-62, the number has again fallen to 2766 in 1963-64. The Committee also note that while the clearance of stock verification sheets pertaining to a particular year within that year was 74 per cent in 1961-62, it rose to 81 per cent in 1962-63. The rate of clearance however, fell to 68.5 per cent in 1963-64.

The Committee cannot, therefore, accept the complacent conclusion of the Ministry of Railways that the "efforts to speed up the finalisation of outstanding stock verification sheets are bearing fruit and the pace of clearance is progressively improved upon". They cannot too strongly emphasise the need for prompt clearance of the stock verification sheets. They see no reason as to why the stock verification sheets should not be cleared within the target period fixed by the authorities if all the departments concerned were to give it the attention and priority that it deserves. They hope that the Ministry of Railways and North Eastern Railway would take concerted measures to improve the position and at least sustain the rate of clearance which was attained in 1962-63.

REPLY OF GOVERNMENT

In regard to the observations of the Estimates Committee on the pace of clearance of stock verification sheets, the Min. of Railways

would submit that clearance that can be expected within the year of stock verification sheets issued during that year, cannot normally exceed 75%, as a period of 3 months is generally allowed for the investigation of discrepancies and the action to be taken thereon. Also since a number of stock sheets are issued towards the close of the year, and taking into account the inevitable time lag in finalisation of staff responsibility etc., without which stock sheets cannot be considered as closed, the percentage of clearance of stock sheets *ibid*, is likely in actual practice to be somewhat below 75%.

As a result of special efforts made by the N.E. Railway, all stock sheets of 1962-63 have been cleared except 9, and only 170 of the stock sheets issued in 1963-64 are outstanding. The drive to dispose of all the outstanding stock sheets is continuing and the Railway has set October 1965 as the target date for finalisation of all stock sheets issued upto 1963-64.

The Railway Board will keep a special watch over the progress in clearance of the stock sheets of the N.E. Railway.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC-III/65, dated the 8th October, 1965]

Recommendation (Serial No. 76) Para No. 123

While the Committee are unhappy that in 1961-62 the final allotment and actual expenditure on construction of quarters for staff on the N.E. Railway were 50% of the original budget allotment, they note that the performance in subsequent years has improved. They would suggest that advance action, particularly for ensuring availability of land and cement for construction of quarters, should be taken so that it does not hold up planned programme.

The Committee hope that the original budget allotments for construction of quarters in 1964-65 and 1965-66 would not only be allowed to stand but also fully utilised.

REPLY OF GOVERNMENT

Attention of Railway Administrations has been drawn from time to time to the need of ensuring proper planning for construction of

Railway quarters in order to avoid lapses in the budget allotments. The recommendations of the Committee are again being brought to the notice of the Railways with instructions to take suitable advance action for acquisition of land and procurement of critical material like cement, steel etc. well in time so that the construction of quarters is not held up on this account.

The utilisation of the allotment for quarters by the North Eastern Railway has improved substantially over that in 1961-62 mentioned in the Estimates Committee's recommendation. Against the original budget allotments Rs. 66,93,000 for construction of staff quarters in the year 1964-65, the actual expenditure is expected to be in the neighbourhood of Rs. 72.76 lakhs. For the year 1965-66, the budget allotment for construction of quarters is Rs. 85.30 lakhs and these funds are expected to be fully utilised during the year.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 78) Para Nos. 128-129

(i) *The Committee note that 21 out of 23 Pension cases, pending for more than six months, could not be sanctioned by the N.E. Railway for administrative reasons such as missing and incomplete records, delay in obtaining sanction of competent authority for retention in service beyond superannuation age, delay in preparation of papers etc. Only in 2 cases legal documents were awaited from the parties concerned.*

The Committee consider that as all these matters are well within the administrative purview of the Railways there should not be such long delay in finalising the cases. They would stress that keeping in view the pecuniary condition of the staff, who retire from service, every effort should be made by the Railways to settle pension cases within six months of retirement of an employee.

(ii) *The Committee note that out of the 68 Provident Fund cases pending for more than six months on the N.E. Railway, 44 are pending for verification of commercial debits, sanction of extension in service, fixation of pay, completion of service records etc. which are matters for administrative action. Only in 21 cases legal documents were awaited from the employees' families and in 3 cases quarters had not been vacated.*

The Committee would suggest that one year before an employee is due to retire his service record and other documents should be checked up to see that they are complete in all respects before he retires. Similarly, all concerned should be informed in advance to finalise and intimate in time commercial and other debits so that for want thereto the Provident Fund claims are not kept pending. The Committee feel sure that if earnest and concerted efforts are made by the various administrative wings of the Railway it should be possible to pay Provident Fund dues within six months of the retirement of an employee. The Committee hope that the Railway Board and the North Eastern Railway would take special interest in this matter of staff welfare.

(iii) The Committee would suggest that the Ministry of Railways should keep a closer watch over the disposal of pension and provident fund cases. They would suggest that detailed reasons because of which payments are held up for more than six months should be investigated in each case and responsibility for delay fixed. If deterrent action is taken against the persons who are held responsible for causing avoidable delay, it would have the wholesome effect of ensuring expeditious disposal of provident fund and pension cases.

REPLY OF GOVERNMENT

The Government have accepted the above recommendations.

Pension cases: Instructions have been issued to all Railways that all cases in which the payment of pensionary benefits held up for more than six months should be investigated by a Committee consisting of Senior Scale Officers of the Personnel Department and the Accounts Department, and responsibility for any avoidable delay should be fixed and suitable action taken against the person responsible.

The above procedure will come into force from 1st January 1966, and all cases outstanding for over 6 months on 31-12-65 will be investigated. In the meantime all the staff dealing with pension cases at various stages have been apprised of the above decision so that they may have an adequate opportunity to clear outstanding cases as far as possible by 31st December, 1965.

Provident Fund cases: Instructions have been issued that advance action for settling the dues of any employee due to retire, which is now initiated six months before he is due to retire, should henceforth be initiated one year before the date of retirement.

The Railways have also been instructed that, commencing from the quarter ending 30-6-65, they should send to the Railway Board two lists of cases more than 6 months old—one of cases pending for reasons attributable to the Administration with detailed reasons for delay in each case, and the other of cases pending for reasons attributable to the parties who are to receive the payment, with reasons for delay in each case and the steps taken by the Administration to clear these cases. These lists will be scrutinised in the Railway Board's office and action taken as necessary.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 79) Para No. 130

North Eastern Railway largely consists of a system which was built up in the Company days. It has some inherent limitations, such as too many branch lines of comparatively smaller length, too many shunting and van trains, very large number of transshipment points and track conditions which are far from ideal. The peculiarities in the lay out of this Railway hinder the smooth flow of traffic and are partly responsible for the low utilisation of engines, slow speed of goods trains, etc. The Committee feel that some steps should be taken to remove these inherent limitations of this Zonal Railway and then we may expect a parity of efficiency with other Railways.

REPLY OF GOVERNMENT

The removal of these limitations is possible only by long-term measures, the execution of which would have to be spread over some time. Various measures designed to serve the purpose of the Committee's recommendation have been taken by the Railway Board from time to time as part of the continuous endeavour to improve the operation of this Railway. For example, dealing with the problem of the large number of shunting and van trains, a number of recommendations for the running of special pilots, fixation of shunting time at stations, improving the quality of control working and yard supervision, improving the layout of yards and the standard of interlocking etc. were made in the Efficiency Bureau's studies on "Speeds of Goods trains on the N. E. Railway" and "Locomotive performance on N. E. Railway".

2. As a result of the implementation of the recommendations and other measures taken, the percentage of shunting and van Goods Train kilometres to total goods train kilometres on the N. E. Rail-

way, which was 75.1 in 1958-59 has come down to 57.3 in 1964-65. The progressive improvement can be seen from the following table:—

NORTH EASTERN RAILWAY

PERCENTAGE OF THROUGH GOODS TRAINS AND OF SHUNTING OR VAN GOODS TRAINS TO TOTAL GOODS TRAINS KILOMETRES

	<i>Through goods train Kms.</i>	<i>Shunting or van goods train Kms.</i>
1958-59	24.9	75.1
1959-60	25.1	74.9
1960-61	30.1	69.9
1961-62	32.0	68.0
1962-63	34.9	65.1
1963-64	38.3	61.7
1964-65	42.7	57.3

3. The continuous attention paid to strengthening the track has resulted by 1-4-65 in a reduction of 81 per cent in the length of track under speed restrictions for standard locomotives as on 1-4-60. The following table gives the relevant figures:—

NORTH EASTERN RAILWAY (M.G.)

<i>As on</i>	<i>Length of track under speed restriction owing to the condition of track (Kms.)</i>	<i>Percentage of the length under restriction to the total running track kilometres</i>
1-4-60	2941	57.6
1-4-61	2594	51.2
1-4-62	2185	43.1
1-4-63	1014	19.9
1-4-64	752	14.8
1-4-65	552	10.9

Besides, a perusal of the General Manager, N. E. Railway's Annual Report for 1963-64 will show that sanctioned engineering works on that Railway include relaying of the existing 50 lb. and 41½ lb. rails and fastenings over as many as 1065.35 Kms. of track with heavier rails and increased sleeper density.

4. With the improvement in the condition of the track and other improvements, it has recently been possible to increase the booked speeds of passenger trains considerably as the following table will show:—

Section	Booked speed in Kms. increased		Effective from
	From	To	
I. Trunk/Main line sections.			
1. Kuriya-Puranpur	44	64·5	1-4-63
2. Handiakhas-Allahabad City.	50	64	1-4-63
3. Barabanki-Daliganj	49·5	64·5	1-4-64
4. Mailani-Doobhiyakhurd	39·5	64·5	1-4-64
5. Mansi-Maheshkhunt (Dn. Line)	50	64·5	1-4-64
6. Narayanpur-Katareah	50	64·5	1-4-64
7. Manduadih-Handiakhas	49·5	64·5	1-4-64
8. Motihari-Narkatiaganj	43	56	1-4-64
9. Colonelganj-Burhwal	49·5	64·5	1-10-64
10. Budeun-Ujhani	39·5	64·5	1-10-64
11. Soron-Kasganj	39·5	64·5	1-10-64
II. Branch line sections			
1. Bachhwara-Samastipur (B.G)	56	65	1-10-63
2. Gonda-Gainsari	39·5	49·5	1-4-64
3. Anandnagar-Nautanwa	22	49·5	1-4-64
4. Gorakhpur-Captainganj	43	49·5	1-4-64
5. Narkatiaganj-Bhiknathoree	21	44	1-10-64
6. Doronda-Maharajganj	21	44	1-10-64

5. To facilitate the flow of traffic and obtain faster movement and better turn-round of stock, a number of yards on the N. E. Railway have been remodelled and additional facilities provided and improvements carried out at several other yards. The following is a list of major yards remodelled since 1958-59:—

(a) MARSHALLING YARDS

1958-59	(i) Garhara
1960-61	(i) Mailani
	(ii) Aishbagh
	(iii) Muzaffarpur

1961-62	(i) Bareilly City
1962-63	(i) Gonda
	(ii) Chupra
1963-64	(i) Kanpur Anwarganj
	(ii) Narkatiaganj
	(iii) Darbhanga
1964-65	(i) Siwan
	(ii) Samastipur
	(iii) Gorakhpur
	(iv) Sitapur

(b) PASSENGER YARDS :

1958-59	(i) Barauni Jn.
1963-64	(i) Lucknow Jn.
	(ii) Farrukhabad.

6. The improvements in the standard of interlocking at stations will be clear from the fact that the number of non-interlocked stations on the N. E. Railway has come down from 319 in 1958-59 to 33 in 1964-65. The following table shows the progress of interlocking of crossing stations on the N. E. Railway:—

PROGRESSIVE POSITION OF INTERLOCKING OF CROSSING STATIONS, NORTH EASTERN RAILWAY

	<i>Non inter-locked</i>	<i>Provided with Rudimentary interlocking</i>	<i>Standard I Inter-locked</i>	<i>Standard II Inter-locked</i>	<i>Standard III Inter-locked</i>	<i>Total crossing stations</i>
1958-59	319		176	4	..	499
1959-60	321	..	172	4	4	501
1960-61	290	25	169	..	30	514
1961-62	256	73	154	..	44	527
1962-63	228	101	149	..	49	527
1963-64	104	202	127	5	89	527
1964-65	33	270	115	5	104	527

7. The extension of the broad gauge line to Barauni/Samastipur and the opening of the B. G. Farakka route to Assam also reduce the incidence of transshipment on the North Eastern Railway.

8. So far as the existence of a large number of short branch lines is concerned, it will be conceded that the lines have to be maintained in the interest of service to the areas concerned and all that can be done is to adopt measures to mitigate the adverse effect of the existence of these branch lines on the overall performance. This can be done by streamlining practices and intensifying supervision. Measures to this end have been adopted from time to time and a major step in this direction is the recent separation of commercial from transportation work on Districts by posting District Commercial Superintendents in Traffic Districts so as to leave the District Traffic Superintendents free to concentrate on operating work. The improvement in operation on branch lines is also apparent from the increase in booked speeds of passenger trains on branch lines mentioned in para 5 above.

9. It will thus be seen that the Railway Board are fully alive to the need for overcoming the inherent handicaps of the administration and a continuous effort is being made to reduce as far as possible the impeding effect of these handicaps on the operation of the Railway. The Committee's recommendation under consideration is, therefore, already being largely fulfilled.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65, dated the 8th October, 1965.]

Recommendation (Serial No. 80) Para No. 130

The Committee are glad to note that continuous efforts have been made by the Ministry of Railways and the North Eastern Railway, specially since its bifurcation into two Zones in January, 1958, to bring down the operating ratio and reduce the losses. The Committee consider that with a vigorous drive for carrying goods, introduction of additional passenger trains and shuttles where justified improved services and amenities, elimination of delays en route and prevention of claims, and in general by effecting economy in staff and operating costs, it should be possible for the Railway to maintain consistent improvement and join the ranks of other Zonal Railways who have been making significant contribution to the Exchequer for planned development.

REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. 111/65, dated the 8th October, 1965.]

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLY.

Recommendation (Serial No. 1) Para No. 2

The Committee would like the Railway Board to examine whether it can be economical to maintain Broad Gauge establishments and rolling stock etc. for only 52·47 Kilometres.

REPLY OF GOVERNMENT

The B. G. section between Barauni and Samastipur has to be under the control of the N. E. Railway for operating convenience. This arrangement is also more economical than transfer of the section to the Eastern Railway because of the following factors:—

- (a) The section between Barauni and Bachhwarā—a distance of 17 Kilometres is of “mixed gauge”, permitting either a broad gauge train or a metre gauge train to be run at a time, but not both at the same time.
- (b) The remaining section, i.e., between Bachhwarā and Samastipur—a distance of 35 Kms.—is served by two lines, one a broad gauge line and the other a metre gauge line, running parallel to each other. The stations on this section are common for both the Broad and Metre Gauge trains, no staff being provided separately for each gauge.
- (c) The primary maintenance of all B. G. rakes working between Barauni Junction and Samastipur is being done by the Eastern Railway.
- (d) It is thus not operationally feasible for two Railway Administrations to control movements on the Barauni-Samastipur section, and it is essential for operating convenience that the N. E. Rly., which controls the MG section between Barauni and Samastipur as well as the main line sections on the M. G., should control the B. G. services on the section also.

- (e) The arrangement also makes for a saving in maintenance staff and station staff, and also to some extent in control staff.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65, dated the 8th October, 1965.]

Recommendation [Serial No. 8(ii)] Para No. 11

The Committee note with regret that the net loss on running the ferry services on the North Eastern Railway has been more than Rs. 50 lakhs during each of the last six years; and it is apprehended that the ferry services will continue to incur loss. It is also recognised that ferry services are causing delay in transit and great inconvenience to passengers. The Committee would suggest that the economics of having bridges across the two points (Mahendru Ghat—Paleza Ghat and Barari Ghat—Mahadeopur Ghat) may be examined.

REPLY OF GOVERNMENT

The Ministry of Railways have, after a careful consideration of the recommendation of the Committee, come to the conclusion that bridges across the two points, viz., Mahendru Ghat—Paleza Ghat and Barari Ghat—Mahadeopur Ghat would not be justified either on financial or operating considerations:

- (a) As compared to the loss of Rs. 53.93 lakhs in 1963-64 in the working of ferry services, the corresponding annual loss on the two bridges, based on a very approximate assessment of their cost is likely to be of the order of Rs. 266 lakhs, the interest element on the capital cost alone accounting for Rs. 207 lakhs, without any significant addition to earnings. (Without a proper survey, which is time consuming and costly, this estimate is of course approximate).
- (b) The construction of the Farakka Barrage has already been commenced and when it is completed, a rail connection will be available over it at Farakka. It is also understood that there is a State Government proposal to bridge the Ganga near Patna.

In these circumstances the construction of bridges over the Ganga to replace these two ferries would not appear to be *prima facie* justified.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65, dated the 9th November, 1965.]

Recommendation (Serial No. 51) Para No. 71

The Committee understand that the last comprehensive review regarding the standard of amenities to be provided in III class waiting halls and waiting rooms, etc. was made nearly 10 years ago. The Committee would suggest that committee may be constituted to review the standard of basic amenities to be provided at stations particularly for III Class passengers.

REPLY OF GOVERNMENT

While the Railways have been taking action to provide amenities up to the standards laid down some time ago, there are still a large number of stations at which the work has yet to be completed up to these standards. It is considered that it would be more useful to appoint a new Committee to review the standards, say, after two years, when amenities to the existing standards have been fully provided at all stations.

[Ministry of Railways (Railway Board) O.M. No. 65-B(G)-ECIII/65, dated the 9th November, 1965].

Recommendation (Serial No. 77) Para No. 125

The Committee note that while the recruitment of Scheduled Caste candidates against vacancies reserved for them on the N. E. Railway has been proceeding apace—in fact the total number of appointments in 1960, 1961 and 1962 was more than the reserved quota—there has been a marked shortfall in the recruitment of Scheduled Tribes against vacancies reserved for them. They are constrained to note that as many as 87 posts in Class III and 216 posts in Class IV reserved for Scheduled Tribes lapsed in 1961 owing to efflux of time limits. The Committee are not convinced with the reasons advanced by the Railway authorities namely the backwardness of the Scheduled Tribes and their unwillingness to go out of their villages in unfamiliar surroundings, and feel that if strenuous efforts are made to publicise the existence of reserved quota for Scheduled Tribes in the areas inhabited by them and in the educational centres where Scheduled Tribes students are getting education, it should be possible to fill up the quota of vacancies reserved for them. They would also suggest that the good offices of the Commissioner for Scheduled Castes and Scheduled Tribes, the Directorate of Employment Exchanges, and the State Government authorities may be utilised to fill up vacancies reserved for Scheduled Tribes.

REPLY OF GOVERNMENT

Instructions already exist for wide publicity to be given to the vacancies reserved for Scheduled Castes and Scheduled Tribes.

Employment Notices giving full details of the number of reserved vacancies, scales of pay and the qualifications required etc. etc. are published in the newspapers (both in English and the local language) which are likely to be commonly read by the prospective candidates. Where relatively few papers are published in any particular area, the advertisement is repeated in such papers.

A copy of such Employment Notices is endorsed to the office of the Commissioner for Scheduled Castes and Scheduled Tribes, local Employment Exchanges, recognised Associations of Scheduled Castes and Scheduled Tribes and to the Hostels run by the Government.

Copies of these Notices are also exhibited outside the Railway offices situated in the area of recruitment.

It has been confirmed by the North Eastern Railway as well as the Railway Service Commission, Allahabad, which makes recruitments for that Railway, that the above instructions are being strictly followed and the vacancies reserved for Scheduled Castes and Scheduled Tribes in fact receive wide publicity.

[Ministry of Railways (Railway Board) O.M. No. 65-B(C)-EC. III/65, dated the 8th October, 1965.]

NEW DELHI;

15th December, 1967.

Agrahayana 24, 1889 (Saka)

P. VENKATASUBBIAH,

Chairman,

Estimates Committee.

APPENDIX I

(Vide reply to recommendation Serial No. 25 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 64.TGII/36/NE/1/Est. Committee *New Delhi*, dated 23-3-1965.

To

The General Manager,
N. E. Railway,
Gorakhpur.

SUB:—*Supply of clean wagons for sugar at Transhipment points—
recommendations made by the Estimate Committee.*

Ref:—This office wireless message of even number dated 6-1-65 and
your reply thereto.

The Estimates Committee of Parliament have *inter alia* recommended that the Railway administration should tighten up measures particularly at transhipment points, to ensure that thoroughly cleaned wagons are supplied for loading of sugar bags, especially those meant for export.

Board desire that action may please be taken accordingly with a view to ensuring that complaints of supply of dirty and unclean wagons are not received from the trade.

In the meantime receipt of this letter may please be acknowledged.

Sd/- CHAND NARAIN,
*Deputy Director, Traffic (G),
Railway Board.*

No. 64-TGII/36/NE/1/Est. Committee *New Delhi*, dated 23-3-1965

Copy forwarded to the General Managers of all Railways (except N. E.) for information and similar action.

Sd/- CHAND NARAIN,
Deputy Director, Traffic (G).
Railway Board.

APPENDIX II

(Vide reply to recommendation Serial No. 29 in Chapter II)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(Railway Board)

No. TCI/1531/65,

New Delhi, dated 16th March, 1965.

To

The General Managers,
Northeast Frontier, North Eastern, Western
and Northern Railways.

SUB:—*Movement of P. O. L. traffic in bulk from Gauhati, New Jalpaiguri and Barauni to Shakurbasti by the all metre-gauge route.*

In view of the present shortage of B. G. tank wagons and also with a view to enable proper utilisation of M. G. tank wagons which are now freely available, the Board have decided that P. O. L. traffic (both dangerous and non-dangerous) in bulk in tank wagons booked on account of Indian Oil Company from Gauhati, New Jalpaiguri and Barauni to Shakurbasti should be carried by the all metre gauge route, freight charges being levied at special rates equal to the normal tariff rates for the distance by the all metre gauge route minus 120 Kms.

The Board desire that immediate action should be taken for the introduction of the special rates referred to in para 1 above. These special rates may be allowed to remain in force up to 31st December, 1965. The position should be reviewed in November, 1965, both from the operating and the commercial point of view and a report sent to Board by 30th November, 1965, positively.

Sd/- S. V. RAMASUBHAN,
Asstt. Director, Traffic (R),
Railway Board.

No. TCI/1531/65.

New Delhi, dated 16th March, 1965.

Copy forwarded for information to:—

- (i) The Chief Auditors, Northeast Frontier, North Eastern, Western and Northern Railways.
- (ii) A. D. A. I. (Railways), New Delhi.

Sd/- S. V. RAMASUBHAN,
Asstt. Director, Traffic (R),
Railway Board.

Copy to F(A) & T.T.I. (with 10 spare copies) Branches.

APPENDIX III

(*Vide* reply to recommendation Serial No. 61 in Chapter II).

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

(Railway Board)

No. TCIII/3132/65/Estimates
Committee/NER/61.

New Delhi, dated 5-4-1965.

To

The General Manager,
N. E. Railway,
Gorakhpur.

SUB:—Claims prevention measures etc.

An extract of recommendation No. 61 and paras Nos. 85 to 92 of the 65th Report of the Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—N. E. Railway are enclosed.

The Board desire that security measures to check pilferages should be tightened further with regard specially to costly commodities like piecegoods, that effective steps be taken to eliminate negligence or collusion on the part of Railway staff resulting in loss of complete packages or consignments and that staff responsibility for the loss should invariably be fixed and appropriate action taken against the staff responsible for the loss.

Receipt of this letter may be acknowledged.

Sd/- V. B. AHUJA,
*Jt. Director, Traffic (Rates),
Railway Board.*

No. TCIII/3132/65/Estimates
Committee/NER/61.

New Delhi, dated 5-4-1965.

Copy together with a copy of the recommendation No. 61 and paras 85 to 92 of the 65th Report of the Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—N. E. Railway forwarded to the General Managers, All Indian Railways, except N. E. Railway for information and similar action.

Receipt of this endorsement may be acknowledged.

Sd/- V. B. AHUJA,
*Jt. Director, Traffic (Rates),
Railway Board.*

APPENDIX IV

(Vide reply to recommendation Serial No. 62 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. TCIII/3132/65/Estimates
Committee/NE/62.

New Delhi, dated 3-4-1965.

The General Manager,
N. E. Railway,
Gorakhpur.

SUB:—*Prompt and proper handling of goods at transshipment points.*

Extract of recommendation No. 62 and para 93 of the 65th report of Estimates Committee (3rd Lok Sabha) on the N. E. Railway are reproduced below:—

“Recommendation No. 62: The Committee note that the percentage of claims paid by the North Eastern Railway on account of ‘delay in transit’ rose from 1·83% in 1961-62 to 2·57% in 1962-63 but has come down in 1963-64 to 1·86%. They feel that for a Railway like the North Eastern, which has a number of important transshipment points, it is of the utmost importance that goods are not only transhipped promptly but are also handled safely and carefully.

If these two steps are strictly ensured the Committee feel sure that the Railway would be able to effect substantial reduction in claims compensation arising out of delay in transit or loss of packages or consignments in transit. The Committee would stress that the performance in this behalf should be closely watched by the Railway authorities at the highest level to ensure that no slackness creeps in.

Para No. 93: The percentage of claims paid on account of ‘delay in transit’ rose from 1·83 per cent in 1961-62 to 2·57

per cent in 1962-63 but has come down in 1963-64 to 1.86%. The Committee desired to know whether the Railways had undertaken any special study regarding 'Transit Delays' and have been informed that although no study has been undertaken regarding transit delays which result in claims, the question of delay in the movement of consignments (smalls) has been constantly engaging the attention of the Railway Board and the Railway Administrations. To tackle this problem in all aspects, the Railways have set up standing committees consisting of two senior scale officers, specially to watch and take appropriate action to avoid delays to consignments.

For a Railway like the North Eastern, which has a number of important transshipment points, it is of the utmost importance that goods are not only transhipped promptly but are also handled safely and carefully.

If these two steps are strictly ensured the Committee feel sure that the Railway would be able to effect substantial reduction in claims compensation arising out of delay in transit. The Committee would stress that performance in this behalf should be closely watched by the Railway authorities at the highest level to ensure that no slackness creeps in."

2. The Board desire that it be ensured that goods are not only transhipped promptly but are also handled safely and carefully at all transshipment points on your railway and the performance at transshipment points should be kept under watch at the highest level.

3. Receipt of this letter may be acknowledged.

Sd/- V. B. AHUJA,
Jt. Director, Traffic (R),
Railway Board.

No. TCHH|3132|65|Estimates Committee|NE|62.

New Delhi, dated the 3-4-1965.

Copy together with a copy each of the recommendation No. 62 and para 93 of the 65th report of Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—N. E. Railway—forwarded to

the General Managers, All Indian Railways, except N.E. Railway for information an similar action.

Receipt of this endorsement may be acknowledged.

Sd/- V. B. AHUJA.
Jt. Director, Traffic (R)
Railway Board.

APPENDIX V

(Vide reply to recommendation Serial No. 63 in Chapter II).

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(RAILWAY BOARD)

No. TCIII|3132|65|Estimates
Committee|NER|63.

New Delhi, dt. 3-4-65.

The General Manager,
N. E. Railway,
Gorakhpur.

SUB: Average time taken for disposal of claims.

An extract of recommendation No. 63 and para 94 of the 65th Report of the Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—N. E. Railway, are reproduced below:—

"63 94 While the Committee are glad to note that the average time taken by the N. E. Railway in disposal of claims cases has been appreciably reduced during 1964-65 (the average from April to October 1964 being 39 days as against the average of 54 days for the years 1962-63 and 1963-64), they consider that a sustained drive is necessary to maintain this tempo. They would also stress the need for judicious disposal of claims cases so as to avoid litigation on the one side and payment of inflated amounts on the other.

Court Cases. 94. The following table indicates the number of suits filed in courts against the N. E. Railway for claims compensation, and

their disposal during 1963-64:—

	N. E. Rly. 1963-64
Number of suits filed in court or Pending from previous years	3,850
Number of suits settled out of court and paid	568
Number of suits dismissed.	471
Number of suits decreed and paid.	1,175
Number of suits pending.	1,636

It would be seen from the above that out of the 1,646 cases decided by the courts, as many as 1,175 (about 70%) were decreed against the Railway. Asked about the reasons for the Railway losing in such a high percentage of cases, the representative of the Min. has stated in evidence that there was delay in the settlement of claims by the Railway and the parties went to the courts in order to save themselves from the possibility of limitation.

It has been added that an appreciable improvement has been effected during the current year in the disposal of claims and in their settlement by payment. The Ministry have furnished the following statements in support of the above:

(i) Average time taken in days for settlement of claims during the years 1962-63 to 1964-65.

Month	1962-63	1963-64	1964-65
April	56	54	46
May	52	58	41
June	53	60	41
July	56	51	37
August	51	54	35
September	47	57	37
October	56	53	37
November	57	55	
December	56	56	
January	52	50	
February	58	54	
March	58	53	
Average	54	54	39

(ii) Percentage of the total number of claims paid to the number of claims settled.

Month	By Payment		By repudiation	
	1962-63	1963-64	1962-63	1963-64
April	29	48	45	44
May	31	52	44	34
June	37	42	46	43
July	37	50	47	38
August	35	48	53	39
September	34	54	56	33
October	37	46	51	42
November	42	51	46	34
December	42	49	47	38
January	48	48	45	39
February	52	59	39	29
March	48	60	43	26

While the Committee are glad to note that the time taken in disposal of cases has been appreciably reduced during the current year, they consider that a sustained drive is necessary to maintain this tempo. They would also stress the need for judicious disposal of claims cases so as to avoid litigation on the one side and payment of inflated amounts on the other."

The Board desire that concerted and sustained efforts should be made to keep the average time taken for settlement of claims at the minimum possible and that judicious disposal of claims should be ensured so as to avoid litigation on the one hand and payment of inflated amounts on the other.

Receipt of this letter may be acknowledged.

Sd/- V. B. AHUJA

Jt. Director, Traffic (R),

Railway Board.

No. TCIII/3132/65/Estimates
Committee/NER/63.

New Delhi, dated 3-4-65.

Copy forwarded to the General Managers, All Indian Railways,
except N. E. Railway for information and similar action.

Receipt of this endorsement may be acknowledged.

Sd/- V. B. AHUJA,
Jt. Director, Traffic (R),
Railway Board.

APPENDIX VI

Analysis of the action taken by Government on the recommendations contained in the Sixty-Fifth Report of the Estimates Committee (Third Lok Sabha)

1. Total number of recommendations	81
2. Recommendations that have been accepted by Government (Vide Recommendations Nos. 2 to 8 (i), 9 to 50, 52 to 76, and 78 to 80.)	
Number	77
Percentage to total	95%
3. Recommendations which the Committee do not desire to pursue in view of Governments reply. (Vide Recommendations Nos. 1, 8 (ii), 51 and 77)	
Number	4
Percentage to total	5%

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