

**ESTIMATES COMMITTEE  
(1967-68)**

**FORTY-FOURTH REPORT  
(FOURTH LOK SABHA)**

**MINISTRY OF RAILWAYS**

**Action taken by Government on the recommendations  
contained in the Ninety-first Report of the  
Estimates Committee (Third Lok Sabha)  
on the Ministry of Railways—South  
Eastern Railway**



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

Forty-Fourth Report (Fourth Lok Sabha) of Estimates Committee on action taken by Government on the recommendations contained in the Ninety-First Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways - South Eastern Railway.

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Page 14, line 5 from below,  
for 'when' read 'where'

Page 16, line 14, for  
'Prince's' read 'Princps'

Page 36, line 25, for 'number  
Booking' read 'number of  
Booking'.

Page 63, line 12 from below,  
for 'Princess' read 'Princps'.

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(1967-68)

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

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13. Shri Inder J. Malhotra
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 Forty-fourth Report on action taken by Government on the recommendations contained in the 91st Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—South Eastern Railway.

2. The 91st Report of the Estimates Committee (Third Lok Sabha) was presented to the Lok Sabha on the 25th February, 1966. Government furnished replies indicating action taken on all the recommendations contained in the Report (except one recommendation) on the 26th October, 1966. Further information on some of the recommendations called for from the Ministry was sent by them on the 25th April, 1967 and their reply to the one outstanding recommendation referred to above was furnished on the 5th May, 1967.

The Study Group 'E' of the Estimates Committee (1967-68) considered the replies received from the Ministry on the 29th November, 1967. At their sitting held on the 19th December, 1967, the Study Group approved the draft Report which was subsequently adopted by the Committee on the 17th February, 1968.

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.

IV. Recommendation in respect of which reply of Government has not been accepted by the Committee.

4. An analysis of the action taken by Government on the recommendations contained in the 91st Report of the Estimates Committee (Third Lok Sabha) is given in Appendix V. It would be observed therefrom that out of 91 recommendations made in the said Report, 80 recommendations, *i.e.* 87.91% have been accepted by Government. The Committee do not desire to pursue 10 recommendations, *i.e.* 10.99% in view of the Government's reply. The reply of the Government to the remaining one recommendation, *i.e.* 1.10% has not been accepted by the Committee.

P. VENKATASUBBALAH,

*Chairman,*

*Estimates Committee.*

NEW DELHI;

February 23, 1968.

Phalguna 4, 1889 (Saka).

## CHAPTER I

### REPORT

The Estimates Committee are glad to observe that the recommendations contained in their Ninety-First Report (Third Lok Sabha) on the Ministry of Railways—South Eastern Railway, have been replied to by Government in time and generally to their satisfaction. There is, however, one recommendation the reply to which has not been accepted by the Committee and which has been reiterated in Chapter IV of this Report.

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 Chapters II and III) may be furnished to the Committee by the end of the current financial year.



## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

#### **Recommendation (Serial No. 1) Para No. 4**

*The Committee note that after its formation as a separate Zone in 1955-56, the South Eastern Railway has 'been making a steady improvement in certain directions, viz., net tonne kilometres per goods locomotive day on line, average train load and punctuality' of passenger trains. In some other directions, viz., wagons kilometres per wagon day, engine kilometres per engine on line (N.G.) and vehicle kilometres per vehicle day, there was a set-back for some years after bifurcation. Though there has been some improvement in recent years, the Committee note that in these matters the standard of efficiency has not yet reached even the level of the ex-Bengal Nagpur Railway or of the composite Eastern Railway at the time of bifurcation (1955-56) despite expectations of all round improvements entertained as a result of the bifurcation. The Committee hope that with the growth of electric and diesel tractions, in the years to come, it would be possible for the South Eastern Railway to achieve considerable improvement in these directions and not only to come up to, but also to improve upon, the level of the ex-Bengal Nagpur Railway.*

#### REPLY OF GOVERNMENT

##### *Wagon Kilometres per wagon day (B.G.)*

On its formation in 1955-56, the S. E. Railway had to face a sudden increase in traffic consequent on the phenomenal development of industrial activity in the area, with new steel plants coming up at Rourkela and Bhilai and expansion of existing industries.

The facilities available on the Railway were not adequate for this increased traffic and large scale line capacity works along all the major routes, and construction of major yards at Rourkela,

Bhilai, Waltair and Nimpura etc. had to be undertaken, the movement of construction materials for which further increased the pressure on existing capacity and resources. Heavy engineering restrictions had also to be imposed in connection with remodelling and line capacity works. The introduction of diesel and electric traction necessitated change of traction at mid-terminal points. Wagon utilisation suffered in consequence. With the increased facilities now available the figures of wagon kilometres per wagon day increased to 68.5 69.9 and 68.6 respectively in the first three months of 1966. Want of demands for loading last year gave rise to stabling of wagons. If such stabled wagons are excluded the figure of wagon kilometres per day will further improve to 71.4, 72.3 and 72.5 respectively. This compares with 70.5 wagon Kilometres/wagon day in 1951-52 on the ex-B. N. Railway and 50:2 wagons kms./wagon day in 1954-55 of the ex-Eastern Railway.

*Engine Kilometres per engine on line (N.G.)*

The engine usage on N. G. Section was affected by the large percentage of overaged engines kept in service. This handicap has however, been overcome with 15 diesel locomotives since put into service and engine kilometres per engine day on the N. G. are now higher than the ex-B. N. Railway level.

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1951-52 for ex. B. N. Railway . . . . .	116
Nov. '65 . . . . .	119
Dec. '65 . . . . .	121
Jan. '66 . . . . .	124
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*Vehicle Kilometres per Vehicle Day*

The set-back in this index of performance was also mainly due to the various engineering works in progress and the introduction of more and more short services on branch line. There has also been an increase in the percentage of other Coaching Vehicles i.e. non-passenger vehicles which yield lower vehicle kilometres than passenger coaches. However, the performance has significantly

improved since 1964-65, as will be seen from the following figures:—

	1951-52 (ex. B.N.)	1955-56 (ex E.R.)	1963-64	1964-65	1965-66
Vehicles per vehicle day	259	249	215	238	241
Kms. per vehicle day					

It is expected that this trend of improvement will continue.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 28th October, 1966.]

#### COMMENTS OF THE COMMITTEE

In regard to Wagon Kilometres per Wagon, day, the Committee consider the stabling of wagons an uneconomic development and would like to be informed if a full demand for wagons has since been activated.

So far as Vehicle Kilometres per Vehicle day are concerned, the reasons given for the continued set-back in Vehicle Kilometres appear to be normal features of Railway development. The Committee would like to be informed about the present figure of Vehicle Kilometres per vehicle day.

#### Recommendation (Serial No. 2) Para No. 5

*The Committee are glad to note that the overall operating-cum-efficiency index of the South Eastern Railway has shown a progressive improvement inspite of the increasing work-load which this Railway has been called upon to handle. The Committee hope that this trend of improvement will be maintained in the years to come.*

#### REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

**Recommendation (Serial No. 3) Para No. 6)**

*The Committee are glad to note that both in respect of the operating ratio, viz., the percentage of total working expenses to gross earnings, and the percentage of net revenue to Capital-at-charge, the position on the South Eastern Railway has not only been better than on any other Zonal Railway, but that it has also been showing a progressive improvement from year to year upto 1963-64. There was, however, a slight set-back in 1964-65, but the position is expected to improve again in 1965-66. The Committee have no doubt that this Railway would continue to make sustained efforts to increase its traffic receipts, and also to control the expenditure (in order to arrest the rise in operating ratio) which is particularly necessary in view of the enhanced rates of dividend that would hereafter be payable by the Railways to the General Revenues and also the increased annual contribution to the Depreciation Reserve Fund.*

**REPLY OF GOVERNMENT**

The above observation is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

**Recommendation (Serial No. 5) Para No. 10**

*The Committee consider that if in deference to public sentiments, the narrow gauge sections are not to be closed down, a responsibility devolves on the users and the State Governments concerned to see that full patronage is extended to these railways so as to ensure that the available capacity does not remain unutilised.*

*The Committee would like to reiterate the recommendation made in para 9 of their Forty-Third Report (1963-64) on Northeast Frontier Railway and to suggest that road transport in the areas served by narrow gauge railways should be developed only on a co-ordinated basis so that the capacities of the existing narrow gauge railways may be appropriately utilised and the losses on their working minimised. The State Governments may, therefore, be induced to keep in view the interests of the narrow gauge railways while drawing up plans for provision of transport facilities for the industrial and economic development of the areas concerned.*

**REPLY OF GOVERNMENT**

The Ministry of Transport have been requested to advise the

State Governments on the lines suggested by the Estimates Committee.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

**Recommendation (Serial No. 6) Para No. 10**

*The Committee feel that so long as the narrow gauge railways are allowed to continue, it is imperative that these are properly equipped with all the rolling stock and other materials required for their efficient and economic management. They would, therefore, suggest that a study may be made by the Railway Board to ascertain whether the narrow gauge railways have adequate rolling stock facilities to meet the demand of the growing traffic and to take such remedial measures as may be necessary in the matter.*

**REPLY OF GOVERNMENT**

An assessment has already been undertaken of the power requirements for the various narrow gauge railways, based on the trend of traffic offering and expected to offer during the Fourth Plan. This problem is being studied further in the light of competition from road traffic where parallel roads exist, the return on the narrow gauge sections and the economics of gauge conversion. It will be appreciated that a study of this nature involves detailed traffic-cum-engineering investigation and analysis and is likely to take some more time. The final reply to recommendation No. 6 (Para 10) will be furnished after the above study is finalised and considered by the Board.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 5th May, 1967.]

**Recommendations (Serial Nos. 7 & 8) Para Nos. 11 & 12**

*The Committee note that the detailed examination of the economics of acquisition of the Bankura-Damodar River Light Railway and its conversion to broad gauge was made more than a decade ago. They find that in this period, there has been continued deterioration in the financial position of this railway, necessitating payment of larger amounts of subsidy by the Government every year. The Committee would like to stress that with the existing agreement whereunder a return of 3½% on the paid-up share capital has been guaranteed and paid every year by the Government to the Bankura-Damodar River Railway Company, the management cannot be expected*

to take energetic measures for its efficient management and there is, therefore, imperative need for termination of the agreement at the earliest opportunity. The Committee also note that on the basis of the examination made in 1954-55, the estimated annual loss after acquisition and conversion of this railway into broad gauge would be about Rs. 4·8 lakhs and that the annual subsidy paid by Government during the last few years was over Rs. 7 lakhs. The Committee feel that in these 10 years, traffic must have increased or should have increased, if proper facilities were provided and this estimated annual loss of Rs. 4·8 lakhs could have been completely wiped out.

In view of the fact that the Central Government have the option to purchase this Railway only once in ten years, the Committee feel that the present state of affairs, which results in a continuous drain on the Public Exchequer, should not be allowed to continue for another decade thereby necessitating payment of larger amounts of subsidy from year to year to the Company in fulfilment of contractual obligation. The Committee, therefore, recommend that the Government should take immediate steps to avail of the earliest opportunity to purchase the Bankura-Damodar River Railway when the next option for acquiring it falls due on the 31st March, 1967.

The Committee suggest that the question of broad gauging the Bankura-Damodar River line to eliminate the losses of revenue accruing on this section may be considered in due course.

#### REPLY OF GOVERNMENT

The question of the purchase of B.D.R. Railway was examined recently, and after considering all aspects, it has now been tentatively decided to take over the working of this Railway (without acquiring its ownership on the contract terms) since such a course is expected to be more advantageous.

The other suggestion of the Committee regarding the conversion of the line into the Board Gauge has been noted for investigation in due course, having regard, *inter-alia*, to the funds available for such conversions in the Fourth Plan and the relative priority to be attached to the conversion of this line among others.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

#### COMMENTS OF THE COMMITTEE

The Committee would like to be furnished with the relevant financial implications of taking over the ownership or the management of the Bankura-Damodar River Railway line.

**Recommendation (Serial No. 10) Para No. 14**

*The Committee note the progress made so far in the construction of the Haldia rail link. They would suggest that all the preliminaries regarding the acquisition of land, details of soil test etc. may be completed as expeditiously as possible so that there is no hold up in future. The Committee hope that the rail link will be available for carrying the construction materials for the Port and for the Railway and it will be in proper working condition simultaneously with the working of the Port.*

*The Committee would also suggest that the Railways should keep in view the Committee's earlier recommendations made in their 67th Report (1964-65) regarding provision of shorter and alternative rail-link between Haldia and Calcutta via Kolaghat when the Port will start functioning in full capacity.*

**REPLY OF GOVERNMENT**

The line is expected to be ready concurrently with the completion of the Port, so that traffic to and from the Port can be handled effectively. At no time was it, however, envisaged that the movement of construction materials for the new Port would be over the Panchkura-Haldia rail link. Moreover, while most of such projects have only the alternative of movement of materials by road during the construction, in this case both road and river facilities are available to the Port Construction Organisation.

The second para of the recommendation is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

**Recommendation (Serial No. 11) Para No. 15**

*The Committee would like to mention that Santragachi Yard has been a serious bottleneck in the South Eastern Railway communication with Howrah and that the remodelling of the yard was long overdue. The Committee expect that now that this work has been taken up, it should be expedited according to schedule.*

*The Committee note that though all the main items involved in the remodelling work of the Santragachi Yard will be completed by the target date, i.e., February, 1966, the residual items of work would be completed only at the end of the year. The Committee hope that work on the residual items would be proceeded with expeditiously so that they could be completed as soon as possible.*

**REPLY OF GOVERNMENT**

Remodelling of Santragachi Yard (Stage III) has since been completed and handed over to traffic on 10th March, 1966.

As regards the residual items of work, South Eastern Railway has been urged to take special steps to complete the same as early as possible. However, some remodelling of the westend of the goods yard at Santragachi would be left over beyond 31st December, 1966, as this can be completed only alongwith the introduction of orthodox 3rd line in the section Santragachi-Andul, programmed for opening in March, 1967. The execution of this work prior to 31st March, 1967 would lead to curtailment of existing traffic facilities which would cause detention to traffic running through Santragachi yard.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

**Recommendation (Serial No. 12) Para No. 17**

*The Committee are unhappy that the "Andul-Dankuni Chord Link" scheme which was originally included in the budget for 1959-60 has not made much progress. The cost of the scheme has gone up from Rs. 1.31 crores to Rs. 5.60 crores and even the Revised Estimate for the scheme has not yet been sanctioned. Also, the entire land required for the construction of the link has not been acquired. Considering the advantages that would accrue to the South Eastern Railway for relieving the congestion at Santragachi and Howrah and for the movement of trains to Calcutta side, the Committee cannot but regret the inordinate delay that has taken place in completing the Andul-Dankuni Link. The Committee would urge that prompt action should be taken for the acquisition of land so that the work could proceed according to schedule. The Committee hope that the revised target date for completion of the work, namely December, 1968, will be strictly adhered to.*

**REPLY OF GOVERNMENT**

The revised estimates for the Scheme have since been sanctioned in March, 1966. The major portion of the land required for the project has already been acquired and the acquisition of the balance is being vigorously pursued. The Eastern Railway have been asked to take special steps to accelerate the pace of the work and to complete it in all respects within the target date i.e., December, 1968.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]



**Recommendation (Serial No. 13) Para No. 19**

*The Committee note that the programme of track renewals on the South Eastern Railway could not be fulfilled in the Second Plan and is not expected to be fulfilled even in the Third Plan. The Committee cannot over-emphasise the need for completion of all the scheduled track renewals, so essential for safety, and hope that in collaboration with the Ministry of Industry and the Directorate General, Technical Development, adequate steps will be taken to develop the production of necessary materials so that track renewal programmes can be carried out according to schedule.*

**REPLY OF GOVERNMENT**

The Railways experienced considerable difficulty in procurement of wooden sleepers in the earlier part of the Third Plan, but the shortfall was made good to the extent possible by going in for steel and cast iron sleepers. However, in the later part of the Third Plan, the position regarding both wooden and other type of sleepers has been quite satisfactory, thanks to concerted action by the Ministry of Railways, the Ministry of Industry and the Forest Departments of the concerned State Governments. It may also be pointed out that taking the Plan as a whole, the works actually executed cover more kilometres than new works programmed during the Plan and that the throw-forward from the Third Plan to the Fourth Plan will be less than the throw-forward from the Second Plan to the Third Plan. Since track renewal works are carried out on a programmed basis and an individual track renewal work of some magnitude normally takes a period of at least two years and sometimes even more, it is inevitable that works sanctioned in the fourth and fifth years of the Plan are not completed by the end of the Plan. A certain amount of throw-forward, therefore, from one Plan to the next is inescapable and so long as this throw-forward does not form a higher percentage of the estimated cost in successive plans, the position should be taken as satisfactory.

[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966]

**Recommendation (Serial No. 14) Para No. 22**

*The Committee note that while out of 12 works for bridge strengthening, regirdering, etc., taken up by the South Eastern Railway during the Second Plan, 10 were completed and works on remaining 2 were in progress during that Plan, the work relating to regirdering of 150 girder spans on seven bridges in the broad-*

*gauge section and strengthening of all girder span trestle bridges on the Raipur-Dhamtari narrow-gauge section were not taken up at all and had to be postponed from the Second Plan to the Third Plan. They also note that regirdering of 71 spans on 8 bridges will have to be thrown forward from the Third Plan to the Fourth Plan.*

*In view of the imperative need for strengthening and regirdering the bridges for the smooth and uninterrupted running of trains, the Committee would stress the need for completion of all the bridge works during the Plan period itself. The Committee hope that the Railway would take adequate steps to ensure that all the bridge works planned for execution during the Fourth Plan including the spill-over of the Third Plan, are duly completed within that Plan period.*

#### REPLY OF GOVERNMENT

Adequate steps have been taken to ensure that all the major bridge works so far programmed are completed during the Fourth Plan period.

Of the bridge works thrown forward from the Second Plan to Third Plan, (i) two works on bridge strengthening and regirdering which were in progress, have since been completed; (ii) works on 19 spans, out of 150 girder spans proposed for regirdering, have also been completed.

The work on the remaining 131 girder spans is in progress and will be completed during the Fourth Plan Period. The work of strengthening of all girder span trestles on the Raipur-Dhamtari narrow gauge section is in full swing and will be completed by 1967.

Of the regirdering of 71 spans on 8 bridges thrown forward from Third Plan to Fourth Plan, works on 7 spans of Subarnarekha Bridge No. 335 have been completed and on 7 spans of Sheonath-I Bridge No. 348 are nearing completion. The work on the remaining 57 girder spans has been planned and is expected to be completed during the Fourth Plan period.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

#### COMMENTS OF THE COMMITTEE

The Committee would like to be informed whether, in view of the reduction in the demand for wagons, the Railways have considered if the work of bridge-strengthening and regirdering cannot be

accelerated by using the idle wagon-manufacturing capacity for the purpose so that there is an assurance that all the programmes for the Fourth Plan would be completed within the Plan period without any spill over.

#### **Recommendation (Serial No. 15) Para No. 25**

*The Committee note that there had been shortfalls in structural and engineering works scheduled to be completed by the South Eastern Railway during the Second Five Year Plan and that a number of works in relation to construction of new lines, doubling of lines, electrification of lines, yard remodelling works, additional loops, etc., had to be carried forward to the Third Five Year Plan. The Committee also note that there will be further shortfalls in the execution of works scheduled for completion in the Third Plan period in respect of doubling of lines, electrification of lines, yard remodelling works, crossing stations, additional loops, improvement of water supply, provision of automatic signalling etc.*

*The Committee are unhappy that in spite of improvements in the supply of steel and other materials during the Third Plan period, a number of structural and engineering works are not expected to be completed during that Plan period according to schedule and would necessarily have to be carried forward to the Fourth Plan. The Committee feel that the continuance of such shortfalls may lead to lack of adequate railway facilities—so necessary for efficient traffic operation. They need hardly emphasise that keeping in view the rapid development of the area served by the South Eastern Railway, strenuous efforts should be made to overcome all difficulties in the way of timely completion of all the Plan projects. The Committee would suggest that the question of prompt supply of all the necessary materials and equipment should be taken up in right earnest by the Railway Board with the Ministries concerned, so that the structural works of the Fourth Plan including the carry over of the previous Plan, may be completed within the Plan period and there may not be any carry forward again to the next Plan.*

#### **REPLY OF GOVERNMENT**

The Committee's observations are noted. The Ministry of Railways would, however, like to clarify the position further, as below.

The Railways' Third Five Year Plan was formulated for a traffic target of 245 million tonnes of originating freight traffic, but the plan had to be revised and re-shaped from time to time in view of the subsequent shortfalls anticipated and advised to this Ministry

periodically in regard to production and transport of coal, steel, cement, iron ore for export, etc. Some of the new lines, doublings and electrification projects, which were linked to specific industrial projects and export programmes, had either to be deferred or slowed down to fit in with the rephrasing of such projects/programmes. Completion of some of the other important works, such as, other doublings, remodelling of yards etc. had also to be re-scheduled in order to fit in more closely with the later anticipations of materialisation of traffic. The real test, however, of the effectiveness of the Rlys' plan programmes should be judged by the railways actual performance in meeting the traffic demand as it developed. True, there was some difficulty in the first year of the Third Plan but this had been overcome in the second year, and, in fact, in 1962-63 and 1963-64 the railways carried an unprecedented increase of freight traffic of 30 million tonnes originating. Towards the end of the Third Plan period, the Railways have created adequate capacity, which especially for Steel Plants, iron ore exports, coal etc. is slightly ahead of the actual transport requirements of the country.

2. Regarding the second part of the Committee's recommendation the Ministry of Railways would like to assure the Committee that the machinery on the Railways for the procurement and distribution of the necessary materials and equipment has been progressively geared up over a period of years. As mentioned earlier, the capacity of the Railways to carry the traffic is already ahead of demand, and generally speaking, the delays in the receipt of materials will not any longer be a factor affecting creation of additional traffic facilities. Isolated instances in which the plan target had not been achieved could invariably be traced either to overall shortage of certain specific materials which necessitated a corresponding reduction in the Railways' share of their requirements or with non-materialisation of the plans for development of other sectors of economy which led to a corresponding slowing down of the progress of the railway works.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.]

#### **Recommendation (Serial No. 16) Para No. 28**

*The Committee would emphasise that while finalising the Fourth Plan allocations for opening of new lines, due regard should be given to the potential areas of development and particularly to those areas which need development in the context of the Defence requirements. The Committee need hardly stress the desirability of main-*

*taining a proper balance between economic development and the development of transport so that the former does not suffer due to any deficiency in the latter.*

#### REPLY OF GOVERNMENT

The Railway's Fourth Five Year Plan has not yet been finalised. However, the present indications are that a sum of Rs. 161 crores is likely to be allotted to the Railways for the construction of new lines. Out of this allocation about Rs. 100 crores will be required for the completion of schemes brought forward from the Third Plan which means that only Rs. 61 crores will be available for taking up fresh commitments during the Fourth Plan. This limitation in the availability of funds will necessarily impose severe constraints in the new line construction programme of the Railways. Further, new lines required for defence needs will have to be given due priority. Lines which are linked up with specific development projects will also have to be considered on a priority basis. As already explained to the Estimates Committee, the costs of new line construction and operation are very high, and there should be good prospects of a sufficiently high quantity of enduring traffic to yield a reasonable return on an investment before it can be undertaken. All these aspects will be carefully examined in consultation with the Planning Commission before the programme for new line construction during the Fourth Plan is finalised so as to ensure that the country's economy does not suffer for want of adequate rail transport facilities.

[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966]

#### Recommendation (Serial No. 17) Para Nos. 28 & 134

While appreciating the policy of development of transport facilities following specific major projects for the expansion of the new industrial, mining and multipurpose agricultural programmes, the Committee feel that in certain undeveloped areas, transport arrangements should precede and supply necessary facilities for economic development. In that context, the Committee note that the South Eastern Railway has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh and the Midnapore district of West Bengal—areas which have potentialities for development and when mineral and natural resources are still lying untapped for want of a good Communication system. The Committee would like to emphasise that the Railways should draw up plans for extension of transport facilities to these areas, so that these areas may get the incentive for

*development. The Committee have no doubt that the needs of these areas will receive their due priorities in the overall expansion of the Railways.*

#### REPLY OF GOVERNMENT

The Railways support the view that transport facilities should precede and provide the incentive for economic development in under-developed areas. But the important consideration under such a situation is the scale and magnitude of transport facilities that should precede the economic growth. In view of the limited resources, the Railways cannot make large investments which would be lying unproductive for a long period awaiting the economic development of the area where the investment has been made. Besides heavy initial investment a railway line has high annual expenditure for maintenance and operation, and as such only a high volume of traffic can justify its construction. It would be uneconomical to go in for new line construction in under-developed areas where sufficiently high traffic may not materialise for many years. In view of the limited resources position of the Government at the present stage it would be advisable to examine alternate low investment transport facilities such as road transport for achieving the same objectives, in the initial stages.

Some surveys are, however, being made for projection of new lines into the interior of Orissa and Madhya Pradesh in connection with iron ore exports and the movement of raw materials and finished products for a new Steel Plant that may be sited in these areas.

[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966]

#### Recommendation (Serial No. 19) Para No. 31

*The Committee have found that the passengers detained at Howrah have to face great difficulties to reach their destinations due to non-availability of conveyance, congestion on the Howrah bridge and on the Howrah bridge approaches on both sides. The responsibility of the Railways in regard to provision of necessary facilities to their passengers to reach their destinations after they have been detained at Howrah should not be decided only on a legalistic or technical basis, but should be considered on the basis of utility organisation of a welfare State. As such the Committee feel that it would be desirable and useful if the Railways take active interest in this problem and try to find a solution in collaboration with State Government.*

## REPLY OF GOVERNMENT

In consultation with the Railways, the Calcutta Metropolitan Planning Organisation of the West Bengal Government have drawn up a plan for removing congestion at Howrah bridge and its approaches. Their proposals include certain works to be carried out at Howrah bridge and the approaches and certain additions and alterations to the Howrah station building, to fit into this scheme. The sharing of the cost between the Railways and the West Bengal Government etc. in regard to the additions and alterations to the Howrah station building is expected to be decided to the satisfaction of all the concerned agencies.

The Calcutta Metropolitan Planning Organisation of the West Bengal Government have also proposed the building of a separate road bridge across the Hooghly near Prince's Ghat. The financing pattern with special reference to the levy of tolls is being considered by the Government of West Bengal.

Studies are also in progress by the Study Team on Metropolitan Transport set up by the Planning Commission and the Regional Transport Survey Unit (Eastern Region), Calcutta regarding transport problems of Calcutta metropolitan area. Their recommendations will be considered by the parties concerned, including the Ministry of Railways.

[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966]

## COMMENTS OF THE COMMITTEE

The Committee would like to be informed about the further progress made by the end of the current financial year.

**Recommendation (Serial No. 20) Para No. 37**

*The Committee are conscious of the fact that the transport problem of the Calcutta Metropolitan District with a population of over six million is an extremely complex one and that there is an urgent need for an efficient high capacity system of mass transportation around and within the metropolis. They are also aware that there is a public demand for having two or three terminal stations in Calcutta and for remodelling of the existing Sealdah Station so that it could admit more long distance trains and thereby relieve traffic congestion on the Howrah bridge and also its approach roads.*

The Committee note that the additional capacity being created at Howrah by extension of the platforms, route-relay interlocking etc. would be sufficient to meet the requirements for the next ten years or so on the basis of the normal increase in traffic. While the Committee appreciate the difficulties, like land acquisition etc., that present themselves in diversion of trains to, and development of additional terminal facilities in, the areas of Calcutta on the eastern side of the river Hooghly, they nevertheless feel that with the ever expanding industrial and other activities of Calcutta and with the plan for the development of satellite townships like the Salt Lake area, a sufficiently long term view has to be taken of the transport requirements.

The Committee, therefore, suggest that the Study Team set up by the Planning Commission may also examine in all its ramifications the question of enhancing the terminal facilities on the eastern bank of the Hooghly, if necessary by providing a new road-cum-rail bridge between the present Howrah Bridge and the Bally Bridge, so that more trains of the South Eastern and Eastern Railways may go over to the eastern side direct and thus obviate the necessity of large number of commuters passing over the Howrah bridge twice on every week day. The Study Team may also examine whether Sealdah or any other station could be developed as a central station on the east bank of river Hooghly.

#### REPLY OF GOVERNMENT

As recommended by the Estimates Committee, the Planning Commission has been requested to ask the Study Team appointed by them to examine the question of enhancing the terminal facilities on the Eastern bank of river Hooghly in all its ramifications.

[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966]

#### COMMENTS OF THE COMMITTEE

The Committee would like to be informed about the progress made, by the end of the current financial year.

#### Recommendation (Serial No. 22) Para No. 37

The Committee suggest that the Government should plan in advance for railway communication with the Salt Lake area in Calcutta—where about 1 million people are going to be settled. They would also suggest to the Railway Board to try to obtain enough



*space from the State Government to develop a terminal station in the Salt Lake area.*

**REPLY OF GOVERNMENT**

The scheme referred to has been devised by the Calcutta Metropolitan Planning Organisation and lies within the Greater Calcutta Metropolitan area, the transport and associated problems of which are being examined by the Study Team on Metropolitan Transport. Appropriate action will be initiated on receipt of the report of this Study Team.

*[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966]*

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

The latest position may please be indicated.

*[Lok Sabha Secretariat O.M. No. 4/19(6)-ECII/66, dated the 5th April, 1967]*

**REPLY OF GOVERNMENT**

Attention is invited to the remarks given in regard to Recommendation S. No. 21—Para 37 wherein it has been stated that the Metropolitan Transport Team is arranging for the feasibility survey for a new section of the railway line from near Dum Dum to serve the Salt Lake area under development. The feasibility survey for this proposal will be undertaken under the aegis of the Metropolitan Transport Team. The Railways have agreed to provide the necessary Survey Officers, personnel and equipment. The survey party will work under the guidance and direction of the Metropolitan Transport Team. The proposed feasibility survey is for the purpose of indicating what land will have to be earmarked for the railway line if and when such a line is laid. The necessity and justification for the construction of this line, the authority which will have to carry out the detailed survey, design, construction, operation and maintenance of the section, the source of financing the project are yet to be determined. It is expected that this Feasibility Survey may take about 9—12 months.

*[Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 25th April, 1967]*

**Recommendation (Serial No. 23) Para No. 37**

*Regarding the Sonarpur township which is expected to have over 44,000 residential plots and which is within a few miles from*

*Calcutta (Sealdah) the Committee feel that the present railway station at Sonarpur will be quite inadequate to meet the traffic likely to be created there and to relieve the pressure on the Sealdah station. The Committee, therefore, would like to urge that from now adequate provision for extension of the railway facilities at Sonarpur should be made, so that there may not be further aggravation of the difficulties in the metropolitan traffic of Calcutta.*

#### REPLY OF GOVERNMENT

The Sonarpur Township scheme has been devised by the Calcutta Metropolitan Planning Organisation and lies within the Greater Calcutta Metropolitan area, the transport and associated problems of which are being examined by the Study Team on Metropolitan Transport. Appropriate action will be initiated on receipt of the report of this Study Team.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

#### FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state whether the question of making adequate provision for extension of the railway facilities at Sonarpur has been examined by the Study Team. If so, the action taken by the Government may please be indicated.

[Lok Sabha Secretariat O.M. No. 4/19(6)-ECII/66, dated the 5th April, 1967]

#### REPLY OF GOVERNMENT

The report of the Metropolitan Transport Team has not yet been received. However, the Eastern Railway is considering whether there is need for acquiring additional land to meet the rail transport needs of Sonarpur township under development. A decision has not yet been taken.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 25th April, 1967]

#### Recommendation (Serial No. 25) Para No. 38

*The Committee note that traffic on the South Eastern Railway during the last 15 years has increased at a higher rate than the average increase over all Railways, and appreciate that the Railway has been able to tackle this growing traffic, at the same time maintaining its operating efficiency. The Committee have no doubt that this Railway will continue to gauge the future increase in traffic and provide necessary transport capacity to match the same from time to time.*

## REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

**Recommendation (Serial No. 26) Para No. 40**

*The Committee expect that the South Eastern Railway would take note of the position regarding (i) steam locomotives in excess of their requirements and (ii) detention to steam locomotives en route on account of hot boxes, as pointed out by the Efficiency Bureau in their Study No. 4/1963, and would now try to adjust the number of steam locomotives according to their requirements by making an up-to-date realistic assessment. The Committee would further urge that vigorous efforts should be made to avoid undue detentions and to step up the utilisation of steam engines.*

## REPLY OF GOVERNMENT

The South Eastern Railway have made a careful reassessment of steam loco. requirements and are taking steps to adjust the number according to current requirements. With the progressive increase of diesel and electric traction for haulage of through goods trains during the last 5 years, the number of steam locos. services earning comparatively low mileage has gone up by nearly 140 per cent during the last 5 years. With the prospect of further dieselisation and electrification, there is less scope now for stepping up engine kilometres per day per steam engine in use on goods services.

Special measures are being taken to reduce the incidence of hot boxes on goods trains, and there has been substantial improvement from 1963. As against 9.15 hot boxes per one million wagon kilometres in 1962-63, it has come down to an average of 5.35 in 1965-66 (upto February). There was a steady downward trend in 1965-66, and hot boxes in February, 1966 came down to 3.04 per one million wagon kilometres.

Efforts will continue to be made to avoid undue detentions affecting the utilisation of steam locomotives.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

**Recommendation (Serial No. 27) Para No. 44**

*The Committee appreciate the efforts made by the Railways to develop indigenous components of diesel engines. In view of the*

difficult foreign exchange position of the country, the Committee feel that the Railways may have to drastically cut down their imports and depend on indigenous resources for manufacture of essential parts which are at present being imported.

The Committee suggest that Government should explore the feasibility of further utilising the resources available with the Small Scale industries for the manufacture of diesel spares and components.

#### REPLY OF GOVERNMENT

The Ministry of Railways are grateful to the Committee for their appreciation of the efforts to develop indigenous components of diesel engines. The Ministry of Railways fully realise the necessity of accelerating the self-sufficiency drive and reducing imports to the minimum. Close liaison is being maintained with the Directorate General of Technical Development and with the industry. Diesel components are mostly specialised items manufactured to high precision tolerances, and in many cases requiring special manufacturing techniques. This limits the extent to which small-scale industries can supply such components. However, to the extent possible, small scale units are encouraged to take up such items and already during 1965-66 (up to 28.2.66) orders for diesel components and spares worth Rs. 9.79 lakhs have been placed on small-scale units. The Ministry of Railways will continue to encourage and promote small-scale industries supplying diesel components to the Railways.

It is expected that as a result of the developmental efforts being made, by the end of the Fourth Plan, the import of diesel components would be restricted to only a few items of a proprietary or highly specialised nature.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 28) Para No. 44

The Committee feel that energetic efforts should be made to improve the quality of the indigenous components and materials. The Railways should take up the question of finding more indigenous items as import substitutes as also the question of improving the quality of these products with the Ministry of Industry, the Director General, Technical Development, Development Commissioner, Small Scale Industries and the private industries. The Committee also note that there have been complaints about the quality of these indigenous products. They hope that the Railways would try to get

*the help of the Indian Standards Institute for setting up standards for these products.*

#### REPLY OF GOVERNMENT

Being alive to the necessity for conserving foreign exchange, the Ministry of Railways have, for some time now been pursuing the development of indigenous items as import substitutes. Close liaison is being maintained with the Directorate General of Technical Development, other Ministries and Departments concerned and with the industry, including small-scale interests. The Research, Designs & Standards Organisation of the Railways have also been maintaining liaison with the different national laboratories and research institutes and their help and advice is taken wherever necessary. Appreciable progress has already been made in developing import substitutes and the drive is being continued. Emphasis is being laid on quality and wherever necessary, technical guidance is given to entrepreneurs, especially for items to be manufactured for the first time. The assistance of the Indian Standards Institution is also being taken wherever necessary for the purpose of setting up acceptable indigenous standards.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 29) Para No. 44

*The Committee note that the teething troubles in diesel locomotives are being rectified with assistance of the Service Engineers of the manufacturers. The Committee hope that the defects in both diesel and electric locomotives will be rectified expeditiously and the incidence of their failures brought down considerably.*

#### REPLY OF GOVERNMENT

The recommendations of the Committee are noted. The South Eastern Railway administration have been addressed to implement the same.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 30) Para No. 44

*The Committee expect that the Railways will try to get their own engineers trained in the repair and maintenance of diesel locomotives so that dependence on the Service Engineers of foreign manufacturers could be dispensed with at the earliest.*

## REPLY OF GOVERNMENT

Service Engineers are posted by the manufacturers not only to train the staff in the handling of equipment supplied by the manufacturers but also to examine the warranty claims put forward by the Railways under the agreement and to furnish replacements. No service Engineer is being retained purely to guide the staff of the Indian Railways regarding maintenance of Diesel Locomotives after the warranty period for the locomotives is over.

2. The Railways are fully alive to the need for training their own Engineers in the repairs and maintenance of diesel locomotives. With this end in view, Diesel Training establishments have been set up on Railways to meet their requirements of trained personnel. Standard schedules of training have been laid down for training of the running as well as maintenance staff at all levels. Similarly, refresher courses are being arranged for officers of the Mechanical and Electrical Departments to familiarise them with the working of the diesel locomotives—the theoretical training being imparted at the Indian Railways School of Mechanical and Electrical Engineering, Jamalpur, and the practical training in major Sheds.

3. In addition to developing the necessary training facilities within the country, by the end of the III Plan, Indian Railways have had 101 officers and 129 Senior Subordinates trained in the design, manufacture, operation and maintenance of diesel locomotives in the U.S.A., U.K., France and West Germany to meet the immediate requirements of trained personnel on the Indian Railways. This training was arranged at Government expense as well as through scholarships provided under various Technical Cooperation schemes. Almost all men trained abroad are being utilised on jobs connected with diesel work.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 31) Para No. 44**

*The Committee would suggest that special arrangements should be made by the Railways to impart specialised training to the running staff in the handling and maintenance of diesel and electric locomotives.*

## REPLY OF GOVERNMENT

Railways have already been asked to take suitable steps to have adequate numbers of staff trained and augment training facilities wherever called for, having due regard to the pace at which dieselization/electrification of Railway sections is being undertaken.

To keep them abreast of the techniques of handling and maintenance of diesel/electric locomotives, Railway staff are also deputed for attending specialized training in the various institutions/organisations in the country and abroad.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 32) Para No. 44**

*The Committee note that the best performance of engines on the South Eastern Railway during the last three years, namely running 1,42,587 K.Ms. without any engine failure in 1963-64, is still below the target of 1,60,000 K.Ms. fixed by the Railway Board. Even if with their comparatively early stage of familiarity of diesel traction the target laid down may be considered as an exacting one for the Railways, the Committee hope that the Railways would aspire to achieve the target within a short time and draw up a programme for the progressive realisation of the target.*

#### **REPLY OF GOVERNMENT**

The Committee's observations are noted. Special efforts are being made to improve the performance of Diesel and Electric Locos, and bring them up to the target, by intensive training of staff analysing the causes of failures and carrying out modifications to the fittings that have given trouble in service.

With the teething troubles being experienced in the developing stage of Diesel and Electric tractions, the prescribed target of 1,60,000 Kms. per engine failure is no doubt an exacting one. A temporary lowering of the target on a more realistic basis has, however, not been favoured, and it is considered desirable to let the present stiff target remain so that Railways may have it constantly in mind for early achievement.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 33) Para No. 46**

*In view of the fact that the South Eastern Railway has the largest narrow-gauge route amongst the Indian Railways the Committee feel that the replacement programmes for narrow-gauge locomotives should be formulated in such a manner that the percentage of over-aged stock of narrow-gauge locomotives on this Railway is not higher as compared to the over-all position of narrow-gauge locomotives on all Railways, and that such replacements, as far as possible, are linked to the prescribed life of the locomotives.*

## REPLY OF GOVERNMENT

It is proposed to go in for only Diesel Locomotives for use on the narrow-gauge sections in future. 25 Diesel Locomotives were procured last year, of which 15 were allotted to the South Eastern Railway. The overaged loco percentage on the narrow-gauge of this Railway was 45.26 on 31-3-1965 as against 37.59 for all railways.

It is planned to procure 50 narrow-gauge diesel locomotives in the IV Plan. The possibility of producing them in the country, with imported power units, is under examination. Railways indicate their requirements of locomotives on replacement account in their Triennial Rolling Stock Programmes on the basis of the age and condition of their existing overaged locos. New locomotives are allotted to Railways against these demands, if possible in full; otherwise, on prorata basis, giving special weightage to the immediate requirements, if any, at the time of allotment. The Committee's recommendation to the effect that the percentage of overaged stock of narrow gauge locomotives on the South Eastern Railway should not be allowed to go higher as compared to the overall position of narrow-gauge locomotives on all Railways, will be borne in mind as and when new diesel locomotives are obtained for future allotment.

[Ministry of Railways (Railway Board) O.M. No. 66-B (C)—EC/66, dated the 26th October, 1966].

**Recommendation (Serial No. 34) Para No. 49**

*The Committee note that while there has been some improvement in the percentage of right time starts to trains from the Yards of the South Eastern Railway, the position is still far from satisfactory in most of the Yards. The Committee feel that vigorous efforts should be made to ensure that an appreciable improvement is effected in the matter of right time starts. They would further like to stress the necessity of quick delivery of goods and of avoiding loss of engine hours due to failure in starting of trains at right time.*

## REPLY OF GOVERNMENT

Noted. Action is being taken by the Railway to improve right time starts of goods trains from the various yards.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].



**Recommendation (Serial No. 35) Para No. 51**

*The Committee note that there has been some improvement in the speed of goods trains on the broad-gauge sections of the South Eastern Railway, in as much as the speed for all goods trains (all traction) rose to 14.4 K.ms. per hour in 1964-65 and 15.3 K.Ms., per hour in 1965-66 (April to June) from 13.9 K.Ms. in 1963-64 and 13.1 K.Ms. in 1962-63.*

*The Committee hope that with the completion of the extensive modernisation programmes undertaken by the South Eastern Railway, it would be possible for this Railway to provide much faster services for the transport of goods and thus keep pace with the ever-increasing load of goods traffic on that Railway.*

**REPLY OF GOVERNMENT**

Noted. It is the endeavour of the Railway Board to further improve the speeds of goods trains on the South Eastern Railway and cater satisfactorily to the increasing load of goods traffic on that Railway.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 36) Para No. 53**

*The Committee would suggest that the South Eastern Railway should give proper publicity to the introduction of additional passenger trains on that Railway so as to wipe off any impression in the minds of Railway users that the interests of passenger traffic are being ignored by this Railway.*

**REPLY OF GOVERNMENT**

The Committee's observations are noted. The South Eastern Railway has been directed to take suitable action in the matter.

The recommenadtion has been circulated to all other Indian Railways also for information and guidance.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 37) Para No. 54**

*The Committee need hardly stress that the South Eastern Railway should keep a constant watch on the growth of passenger traffic on the Howrah-Kharagpur section and take necessary steps from time to time to augment the train capacity commensurate with the increase in passenger traffic, and thus ensure that the transport facilities available match the requirements.*

## REPLY OF GOVERNMENT

The observations of the Committee are noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 39) Para No. 56**

*The Committee understand that the Committee on Transport Policy and Coordination has also looked into the question of rail-road co-ordination and has submitted its report. The Committee feel that some suitable machinery to ensure an effective coordination between road and rail transport is long overdue and hope that the same would be evolved by Government at an early date, if necessary on an all-India pattern, so that the rail and road transport function in a manner complementary to, and not in competition with, each other*

## REPLY OF GOVERNMENT

The Committee on Transport Policy and Coordination has *inter alia* recommended setting up of suitable machinery for ensuring co-ordination between road and rail transport. The Committee itself was set up by the Planning Commission and their report is under examination in the Planning Commission as well as in the concerned Ministries. Necessary action will be taken in the matter as soon as the Government's decision on the recommendations of the Committee are available.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

## FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that the report of the Committee on Transport Policy and Coordination is under examination in the Planning Commission and the concerned Ministries.

The action taken on the Government's decision in this regard may kindly be indicated.

[Lok Sabha Secretariat O.M. No. 4/19(6)-ECII/66 dated the 5th April, 1967].

## REPLY OF GOVERNMENT

The recommendation concerning the formation of a suitable machinery to ensure effective co-ordination between road and rail transport is being pursued by the Planning Commission, and the

Railway Ministry will take appropriate action on being advised by the Commission in the matter.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 25th April, 1967].

#### **Recommendation (Serial No. 41) Para No. 65**

*In view of the fact that the purity requirements for Benzene have necessarily to be of a very high standard, the Committee feel that it would be better if the steel plants themselves make all suitable arrangements for cleaning of tank wagons expeditiously according to their specifications. The Railways should, on their part increase the free time required by the steel plants for cleaning the wagons.*

*The Committee would, therefore, suggest that the matter may be discussed between the representatives of the steel plants and the South Eastern Railway with a view to arriving at a mutually agreed free time for cleaning of tank wagons from the point of view of broad national interest.*

#### **REPLY OF GOVERNMENT**

The matter has been examined in consultation with the South Eastern Railway and that railway has been directed to allow a free time of 48 hours for Benzene tank wagons loaded at Rourkela Steel Plant (for single operation against the present free time of 24 hours) as an experimental measure for a period of 6 months.

As regards TISCO and Bhilai Steel Plants, they have advised the South Eastern Railway that the free time of 24 hours for loading of tank wagons with Benzene is sufficient and no enhancement therein is necessary.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966]

#### **Recommendation (Serial No. 42) Para No. 66**

*The Committee feel that the running of scheduled trains for raw materials would be of mutual benefit to the South Eastern Railway and the steel plants in that it would mean better utilisation of wagons and regular supply of materials to the plants. They regret that a regular time schedule could not be maintained for loading and unloading in the past. The Committee hope that the system of scheduled trains would be reintroduced for all steel plants in stages.*

## REPLY OF GOVERNMENT

The recommendation is noted. Railways concerned are being asked to make further trials of raw material trains on fixed schedules between selected points mutually acceptable to both the loading Railways and the Steel Plants concerned.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

**Recommendation (Serial No. 43) Para No. 71**

*The Committee would like to point out that the low priority consumers of coal are usually the rural and the semi-urban common people who use it for burning bricks and for domestic consumption. The Committee would, therefore, suggest that to obviate the complaints regarding inadequate supply of wagons to low priority consumers in West Bengal/Bihar coalfields, the South Eastern Railway should maintain an effective liaison with representatives of such consumers and arrange for supply of wagons according to their requirements.*

## REPLY OF GOVERNMENT

Low priority consumers, such as the rural population using coal for domestic consumption and brick-burning, are usually not organised into associations, but railways are able to maintain liaison with them through various consultative bodies and the chambers of trade and commerce. Railways have consultative bodies at District and Divisional levels, of which regular meetings are held. Similarly, chambers of trade and commerce have meetings with the General Managers and other senior officers of the Railways. At bigger consuming points, there are also cooperatives and railways maintain liaison with these. Liaison Officers of State Governments represent the interest of low priority consumers and these Liaison Officers also maintain liaison with the railways.

It will be seen from the foregoing that railways are maintaining effective liaison with low priority consumers.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 44) Para No. 73**

*While the Committee have no doubt that the Railways would continue to endeavour to further improve the position regarding departure of coal pilots from the base depots in the Bengal/Bihar coalfields, they feel that the Railways and the collieries should have*

continuous and adequate coordination in the matter of placement and loading of wagons so that detention to coal pilots on collieries account are also brought down and a smooth and continuous clearance of coal is ensured.

#### REPLY OF GOVERNMENT

The recommendation is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 45) Para No. 74

The Committee note that while in most of the cases the delay in remodelling the assisted sidings is due to non-completion of the sub-grade work which is the responsibility of the colliery firms themselves and while in most cases estimate sanctions and work orders were issued by the South Eastern Railway within a month of the deposit made by the collieries, there are four cases in which such sanctions have been held up with the Railway for more than three months.

The Committee hope that the estimate sanctions and work orders in all the cases will be issued by the Railway as far as possible within one month.

The Committee need hardly stress that in this matter, there should be better understanding and collaboration between the South Eastern Railway and the collieries. The South Eastern Railway may therefore take up with the collieries concerned the question of early completion of the sub-grade work (including ballast) so that the Railway portion of the remodelling work could also be taken in hand soon thereafter.

#### REPLY OF GOVERNMENT

In all the four cases referred to in the above recommendation in which sanctions have been held up with the Railways for more than three months, estimates have since been sanctioned and orders have also been issued by the S.E. Railway Administration to start the work in each case. The Railway Administration are also being advised to take up with the collieries concerned the question of early completion of sub-grade work (including ballast) so that the Railway portion of the remodelling work could also be taken in hand soon thereafter.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 46) Para No. 77**

*While noting that some measures are being taken by the South Eastern Railway to ensure smooth and quick movement of perishable traffic, the Committee feel that the time taken for movement of lime traffic to Howrah (4 to 6 days), for eggs to Howrah, Tata, Durg and Raipur (3 to 7 days) and for grapes to Howrah (5 days) is rather excessive and can be considerably reduced. They would, therefore, suggest that efforts should be made to reduce the transit time in these cases.*

**REPLY OF GOVERNMENT**

The recommendation is noted. Every endeavour is being made by the Railways to reduce the transit time and the steps already taken have produced encouraging results. The measures taken include augmentation of brakevan accommodation on Mail and Express trains between Madras and Howrah, introduction of an additional Express-cum-Passenger train on this route from April 1966, and tightening up of schedules, enabling clearance of perishables in much larger quantities and more expeditiously. Frequent checks are being made at appropriate levels and cases of excessive transit time are pursued with a view to eliminating the sources of delay.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**COMMENTS OF THE COMMITTEE**

The Committee would like to be informed by the end of the current financial year about the reduction effected in the transit time as a result of the steps taken by the Railways.

**Recommendation (Serial No. 47) Para No. 79**

*The Committee find that whereas loadings of iron ore from Banspani fell short of indents only during three months, such shortfalls in the case of manganese are continued from months to month and only in February, 1965, the indents for wagons were met in full by the South Eastern Railway.*

*In view of the fact that the handling facilities at the Visakhapatnam Port have improved and the Port is in a position to take in more wagons, the Committee would urge that no effort should be spared for speedy movement of all the manganese ore that may be offered for export. The Committee feel that its question of failure to provide adequate number of wagons for the export of man-*

*ganesse ore should be urgently attended to—Particularly in view of a slump in the export of manganese ore and the anxiety of the Government to boost the export.*

**REPLY OF GOVERNMENT**

The recommendation is noted. The South Eastern Railway has already taken steps to improve the loading of Manganese ore for export via Vizag Port from the Barajamda area. During the year 1965-66 the Manganese Ore loading from this sector increased by 168 per cent compared to the previous financial year. During the first 2 months of 1966-67 all the Manganese Ore traffic offered for despatch by rail from the Barajamda Sector of South Eastern Railway for export via Vizag was moved in full and there were no outstanding indents on 31.5.66.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 48) Para No. 80**

*The Committee note that the supply of wagons and loading of jute fell short of indents during March, May and June, 1965, in the case of Chittivalasa Mill and during February, April and May, 1965, in the case of Nelimarla Mill. The Committee also note that the position regarding wagon supply has been gradually improving after June, 1965, and that there were no outstandings at the end of September, 1965.*

*The Committee hope that all the wagons indented for by the two Jute Mills would be promptly supplied hereafter.*

**REPLY OF GOVERNMENT**

The recommendation is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 49) Para No. 81**

*The Committee suggest that careful planning should be done by the Railways while introducing Box Wagons for use by different industries so as to ensure that no undue inconvenience is caused to the small industries.*

**REPLY OF GOVERNMENT**

The recommendation is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 50) Para No. 82**

*The Committee would urge the need for completion of the work relating to provision of full basic amenities at Balpor Halt and Dugde stations on the South Eastern Railway according to schedule by March, 1966.*

**REPLY OF GOVERNMENT**

The waiting halls at Dudge and Balpor are under construction and the work is expected to be completed in the near future. With the completion of these works all basic amenities would be available at these stations.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 52) Para No. 84**

*The Committee are not happy about the continuous shortfalls in the utilisation of funds allotted for provision of passenger amenities on the South Eastern Railway. In this context they would also draw attention to the decision to raise the annual provision for the Users' amenities on the Indian Railways from Rs. 3 crores to Rs. 4 crores on the recommendation of the Railway Convention Committee. In order to ensure that this increased allocation for passenger amenities renders real benefits to the railway users, it is imperative that the Railway Board should stress on all the Zonal Railways the desirability of utilising in full the funds allotted to each for this purpose.*

**REPLY OF GOVERNMENT**

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

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 53) Para No. 85**

*The Committee suggest that along with the improvement and provision of additional accommodation in the waiting rooms at Kharagpur, the South Eastern Railway may also look into the question of making necessary improvements in the condition of furniture and fittings in the retiring rooms there.*

**REPLY OF GOVERNMENT**

The proposal of providing additional accommodation in the waiting rooms at Kharagpur is under investigation of the S.E. Railway.



As regards improvements to the furniture of the retiring rooms at this station, the S.E. Railway has already made arrangements for manufacture of furniture of standard design in their workshops at Kharagpur.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 54) Para No. 86**

*The Committee suggest that the Railways should seek the help of the State Governments concerned in getting the necessary supplies of power so that as large a number of stations on the South Eastern Railway as possible are electrified during the Fourth Plan period. Meanwhile, the Committee hope that the Railways would see to it that proper lighting arrangements are made at all stations not yet electrified.*

#### **REPLY OF GOVERNMENT**

Instructions already exist that wherever electricity is locally available at reasonable rates, these stations should be electrified and this work given top priority among 'Passengers' and other Users' Amenities. However, in the light of the Committee's recommendation, instructions have been issued to the S.E. Railway Administration to carry out the above policy of the Government, during the IV Plan period itself. Proper lighting arrangements at non-electrified stations will continue to receive special attention.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 55) Para No. 87**

*Since the provision of separate storage arrangements for inflammable materials is one of the essential precautions against fire, the Committee would urge that such arrangements should be made at the Shalimar Goods Terminal as early as possible.*

#### **REPLY OF GOVERNMENT**

A covered shed at Shalimar Goods Depot for storage of dangerous goods (which includes inflammable liquids and inflammable solids) has already been sanctioned and action is being taken to provide the shed as early as possible.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 56) Para No. 88**

*The Committee hope that all the formalities in connection with the finalisation of the proposal to construct a double-storeyed building at the Shalimar Goods Terminal will be completed expeditiously and the construction work will soon be taken in hand in order to remove the congestion in the Canteen, the Enquiry Office and the corridors in front of the Delivery Office, and to improve the amenities provided for the users.*

**REPLY OF GOVERNMENT**

The work in connection with provision of a double-storeyed goods shed at Shalimar with covered area of 15,000 sft. in each floor including accommodation for office, lifts and chutes has been sanctioned at an estimated cost of Rs. 5.50 lakhs and included in the Budget for 1966-67. The outlay proposed for the current financial year is Rs. 2.50 lakhs. With the completion of the work the congestion in the goods shed will be eliminated and improved facilities provided.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 57) Para No. 89**

*The Committee are surprised to learn that an important Zonal Railway like the South Eastern Railway serving a metropolitan city has hardly any booking office within the city of Calcutta under its exclusive control and management except at Esplanade, where facilities are admittedly inadequate due to lack of accommodation. The Committee have reason to believe that intending passengers of Calcutta, particularly the long distance Third class passengers requiring sleeping reservations, have to face considerable difficulties in getting their reservations. The Committee feel that the facilities available even at Russa Road and Kidderpore City Booking Offices of the Eastern Railway in this regard are quite inadequate to meet the needs of residents of north, east and central Calcutta. The Committee hope that more city booking offices preferably under the direct control of the South Eastern Railway, or at least conjointly with the Eastern Railway, should be opened to provide facilities for reservation of berths particularly for the Third class sleeper berths.*

**REPLY OF GOVERNMENT**

In addition to the City Booking Office at Esplanade Mansions, which is under the exclusive control of the South Eastern Railway there are 7 joint City Booking Offices at Calcutta which cater to the needs of passengers of both the Eastern and South Eastern Rail-

ways. These are located at Cornwallis Street, Burra Bazar, Chowringhee Square, Park Street, Kidderpore, Russa Road and Salkia (Howrah).

2. Experience has shown that the administrative control exercised by the Eastern Railway over the 7 joint Booking Offices referred to above has not adversely affected the interests of the travelling public of S.E. Railway or, in any way, caused inconvenience to them.

3. Regarding the inadequacy of accommodation at the Esplanade Mansions City Booking Office, it is pointed out that plans have already been finalised to provide additional space by the construction of a mezzanine Floor. As a result the space available for reservation and booking will increase from 1365 sft. to 2657 sft. The work on remodelling these premises is expected to commence shortly.

4. The Railway Administration consider that the physical location and coverage provided by the existing City Booking Offices is adequate and no special advantage is likely to accrue to the travelling public by the opening of additional City Booking offices whether they are controlled by the South Eastern Railway or by the Eastern Railway.

5. It has to be emphasized here that the basic problem facing the two Railways in Calcutta is the total availability of accommodation on trains and the allotment of reasonable quotas to each City Booking Office and not the number Booking Offices functioning in the City. The number of 3rd class sleeper berths available on different trains, their existing distribution amongst the City Booking Offices and the revised quota now allotted is shown in the enclosed statement (Appendix I). It will be seen that bulk of the quota for reservation of 3rd class sleeper berths has been kept in Esplanade Mansions City Booking Office, which is centrally located and where better supervision is available. It will also be seen that in the revised allotment, quotas have been earmarked for Kidderpore and Russa Road City Booking Offices practically in the case of all the trains.

6. However, if even after the revision of the quotas as indicated in (Appendix I) the need for opening more City Booking Offices under the control of either the South Eastern Railway or the Eastern Railway is felt, necessary action in this regard will be initiated.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 58) Para No. 89**

*The Committee would suggest that the Railways may consider the question of revising the quotas allotted to the City Booking Offices in Calcutta and to providing reservation facilities for more trains at these Booking Offices.*

**REPLY OF GOVERNMENT**

The quotas allotted to the City Booking Offices in Calcutta area have since been reviewed by the Railway Administration and revised wherever necessary. The Railway Administrations have, however, been asked to take further action as recommended by the Committee wherever traffic justification exists, by enhancing the existing quotas and by allotting quotas for trains for which such a facility is not available now.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 59) Para No. 90**

*While the Committee appreciate that there has been some improvement in the average time taken for settlement of claims on the South Eastern Railway, they note that the figure of 52 days for 1964-65, is still much higher than the corresponding average figures of 31.3 days for all Indian Railways.*

*The Committee are also not convinced with the reasons advanced for the continuous fall in the number of claims cases disposed of from year to year during the last three years. The Committee feel that there is need for a special drive on the part of the South Eastern Railway to achieve the objective of expeditious disposal and clearance of a greater number of claims cases.*

**REPLY OF GOVERNMENT**

As a result of special steps taken, the closing balance of claims, which was 7,464 on 31st March, 1965 as against 6,296 on 31st March, 1964, was brought down to 5,427 at the end of February, 1966. This was equivalent to 0.96 month's average intake.

2. The special steps taken included:—

- (a) Intensification of supervision on preparation, submission/ collection of Missing Goods Reports from stations.

- (b) Collection of documents from claimants by deputing responsible messengers in cases of delayed submission by claimants.
- (c) Disposal on merits of through (inward) cases of smaller value under Conference Rules where replies from other Railways were not received within a reasonable time.
- (d) Deputing inspectors in a number of cases for making independent enquiries on other Railways.
- (e) Intensification of claims prevention measures.

3. Attention is also being paid to the quality of disposal—quick in time and correct and proper in procedure.

The average time taken to settle claims, which was 116 days in 1961-62, 90 days in 1962-63, 58 days in 1963-64, and 52 days in 1964-65 registered a slight rise during 1965-66 (upto February, 1966) and was 55 days. This set-back is attributed to a large number of old cases settled in the current year. With reduction in the number of old cases, the average time is expected to improve.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 28th October, 1966].

#### **Recommendation (Serial No. 60) Para No. 91**

*The Committee would suggest that the representatives of the Tata Iron and Steel Plant and the South Eastern Railway should discuss the question of settlement of claims cases stated to be pending with the Railway for periods varying from one to five years, at one of their co-ordination meetings so that the correct position is ascertained and suitable remedial measures are taken.*

#### **REPLY OF GOVERNMENT**

As suggested by the Estimates Committee, the South Eastern Railway had a meeting with representatives of the Tata Iron and Steel Co. The meeting was held on 4th and 5th April, 1966. Representatives of Tata & Iron Steel Co. brought up 50 old cases which they said were still pending. These cases were discussed in detail. In respect of some of them, repudiation decision already communicated was accepted by the firm. In respect of some others, they were requested to prove preferment of claims within the statutory period. The rest called for a further probe. The matter is being further pursued.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 28th October, 1966].

**Recommendation (Serial No. 61) Para No. 92**

*The Committee feel that the position regarding submission of missing goods slips at Howrah is still far from satisfactory and would urge that effective measures should be taken by the Railways to ensure that the missing goods slips are expeditiously passed on to the South Eastern Railway by the station authorities at Howrah.*

**REPLY OF GOVERNMENT**

The position in respect of Missing Goods Reports on the account of South Eastern Railway has considerably improved, in that the closing balance of the outstanding Missing Goods Reports by the end of April, 1966 came down to 102 from 205 at the end of the previous month. 15 more cases were disposed of by 2nd May, 1965, leaving an outstanding of only 87 which are mostly current cases.

As regards the time lag in the submission of Missing Goods Reports it is stated that the average time taken in the preparation and submission of the Missing Goods Reports during the month of March, 1966 was 18 days and it was brought down to 15 days in the Month of April, 1966.

Steps have been taken to prepare the Missing Goods Report immediately after a consignment is delivered under qualified remarks. Difficulty is, however, being experienced in the preparation of Missing Goods Reports in respect of perishable consignments received in part and not accompanied with the relevant way bills. The Eastern Railway has been asked to report all such cases to the Forwarding Railways to ensure that the way-bills do accompany such consignments in future and it is hoped that with the implementation of these instructions the position will further improve.

The Eastern Railway has been directed to post additional staff immediately to liquidate the arrears in the preparation of Missing Goods Reports within 15 days and communicate the progress made.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 62) Para No. 95**

*Conceding the fact that the increase in traffic does have its effect on the number of claims arising in respect of particular commodities, the Committee feel that the increase in claims should not be dispro-*

portionately high as compared to the increase in traffic. In this context; they find that the number of tonnes carried and the earnings derived from "Fruits and Vegetables, fresh" by the South Eastern Railway have actually been going down during the last three years, inasmuch as the tonnes carried fell down from 1.5 lakhs in 1962-63 to 0.7 lakh in 1963-64 and 0.7 lakhs in 1964-65, and the system earnings dropped from Rs. 38.8 lakhs in 1962-63 to Rs. 17.1 lakhs in 1963-64 and Rs. 15.1 lakhs in 1964-65.

Since the perishable traffic booked from other Railways for stations on the South Eastern Railway may also affect the quantum of compensation claims arising on the South Eastern Railway, the Committee feel that there is need for a further probe by the Railways into this increase in compensation claims for perishables.

If, in the light of such a study, the increase in claims found to be disproportionately high as compared to the increase in traffic, special measures should be taken by the South Eastern Railway to arrest the increase in compensation claims for perishable.

#### REPLY OF GOVERNMENT

The figures of traffic carried and revenue earnings for the three years 1962-63 to 1964-65, as referred to by the Committee, relate to goods traffic in fresh fruits and vegetables. The claims statistics in question cover, however, both goods and parcels and the centre perishable traffic, including not only fresh fruits and vegetables but also fish, eggs, betel leaves etc. Figures of claims in respect of fruits and vegetables booked by goods train are not maintained, but to obtain an idea of the trend, figures for nine months from April to December, 1965, and corresponding period of 1964 were extracted from available records.

2. While the decline in goods traffic in perishable is due partly to traffic gradually coming over to parcels for quicker movement, it was noticed that the fall in the earnings in perishable (fruits and vegetables fresh) traffic was to be traced to a marked decline in some bulk goods traffic, like potatoes, which yielded considerable earnings and the incidence of claims in respect of which was marginal. As for increase in the number of claims, this registered a rise from 772 in 1964 to 824 in 1965 according to the compiled figures for the period April to December and the amount of compensation paid rose from Rs. 50,452 in 1964 to Rs. 87,529 in 1965. An analysis of these statistics has revealed that compensation paid on traffic received from other Railways was much heavier than that paid on local traffic and that

it was showing a rising trend. In many cases the packing adopted by the trade was found to be below the standard prescribed under Railway Regulations and the deficient packing was presumably responsible for damage, deterioration and partial loss. Action has, therefore, been taken in conjunction with the forwarding Railways to persuade the trading public to effect an improvement in the methods of packing and of marking and ensure proper labelling of the packages containing perishables.

3. In the case of local traffic also, constant efforts are being made to improve working and compensation claims in respect of local traffic have shown a downward trend.

4. It may be mentioned that perishable traffic on this Railway is moving to diverse new centres of industrial, constructional or business importance involving additional handling of traffic at various junctions and repacking points enroute. The additional handling enroute entails additional risk of delay and damage. Efforts are made to eliminate detention at junction/repacking stations and marshalling yards.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 63) Para No. 98**

*The Committee note that as a result of various preventive measures, the South Eastern Railway have been able to effect a reduction in the amount of claims compensation paid from year to year. They would suggest that since the Railways responsibility has greatly increased from January 1962 on the assumption of common carrier liability, the working of the claims prevention organisation on the South Eastern Railway should be further streamlined and the railway staff properly educated through posters, pamphlets and circulars on the various implications of the assumption of this liability by the Indian Railways.*

#### **REPLY OF GOVERNMENT**

The action taken by the Railway is briefly described below:—

(i) *Educative:—*

(a) Claims Inspectors have been directed to visit important stations regularly and explain to the staff the implications of the common carriers' liability and how to put a stop to the irregularities that give rise to compensation claims;



- (b) The periodical claims Bulletin has been reoriented and made more educative;
- (c) Periodical Claims Prevention meetings and seminars are arranged to educate staff on commercial matters and these are attended by the Dy. Chief Commercial Supdt.;
- (d) On the fly-leaf of the Railways' Gazette, important features of the enhanced liability of Railways, changes in packing conditions, precautions to be taken to prevent theft, pilferage, damage by wet, etc., are explained for the guidance of the staff.

(ii) *Curative:*—

- (a) Instructions have been issued to Security Officers and staff to take effective measures to combat pilferage through panel cuts, etc.;
- (b) Staff responsibility is fixed for damage or deterioration due to delay in transit and in other suspicious cases, and action is taken against those found responsible;
- (c) Staff have been instructed to be more careful in making remarks on the Railway Receipts relating to non-compliance with the packing condition prescribed.

(iii) *Preventive:*—

- (a) Claims statistics are analysed clause-wise and commodity-wise and any station found responsible for generating a large number of claims in respect of any commodity is tackled, when necessary, with the help of the R.P.F. and Vigilance Organisations;
- (b) A special team has been formed of the staff of the Claims Department and they keep under surveillance stations that are particularly bad in the matter of shed thefts. Where necessary, they secure the assistance of the R.P.F. and the Vigilance Organisation too;
- (c) Irregular delivery on qualified remarks and violation of the instructions are suitably taken up with the staff.

2. With the action taken, as indicated above, it is hoped that things will improve.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 64) Para No. 100**

*The Committee are not happy over the South Eastern Railway losing a high percentage of claims cases in the Courts.*

*It has been stated by the Ministry that in a good number of cases decided against the Railway, claims were decreed for reduced amounts. Thus, during 1963-64 and 1964-65, 1248 and 1117 suits respectively were decreed for reduced amounts, yielding a net saving of Rs. 2,39,278 and Rs. 3,44,739, respectively.*

*Since there could have been an element of inflation in the amount of compensation claimed by the parties, the Committee are doubtful whether the above figures of savings could be construed as real savings to the Railway and whether in the circumstances more serious attempts should not have been made to explore the possibility of settlement through negotiation which would also have obviated the botheration and consequent expenses of litigation.*

**REPLY OF GOVERNMENT**

The observations of the Committee have been brought to the notice of the Railway specially and every effort will be made to arrive at settlements through negotiation, before a suit is filed.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 65) Para No. 101**

*The Committee are surprised that the South Eastern Railway do not maintain statistics of the cases in which the decisions already given by the Railway are reserved by the courts. They would suggest that a specific record be kept of the cases in which the parties go to the courts against the decisions already given by the Railways, the number of such cases disposed of by the courts and the number decided against, the Railways, so that the judiciousness of the decisions of the Railways and the effectiveness and seriousness of the measures to defend those cases could be adjudged readily and remedial measures taken where necessary.*

**REPLY OF GOVERNMENT**

Instructions have been issued to the South Eastern Railway, as also to other Railways, that records should be kept of the cases in which courts reverse the decision of the railway administration, and such cases be carefully reviewed to see whether the court's judg-

ment went against the Railway because its decision was not judicious or because the conduct of the case in the court was not well informed and effective, and, in either case, to take suitable remedial action.

A copy of the letter addressed to Railways is enclosed. (Appendix II).

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 67) Para No. 103**

*The Committee would suggest that immediate steps should be taken in consultation with the Eastern Railway for getting adequate floor space earmarked in the new building that is being constructed at Calcutta, to locate the Public Relations Organisation and other offices of the South Eastern Railway. Should that not be possible, necessary action should be taken to have a separate building for the South Eastern Railway in any other suitable locality within the city. Pending availability of suitable accommodation in the commercial area for the whole Public Relations Organisation of the South Eastern Railway, arrangements may be made to locate at least one officer of this organisation in the existing Public Relations Office of the Eastern Railway in the Esplanade Mansion or in any other rented accommodation in central Calcutta.*

**REPLY OF GOVERNMENT**

Arrangements are being made to get adequate floor space earmarked for the South Eastern Railway's Public Relations Organisation's office in the new 14 storeyed building under construction by Eastern Railway.

Efforts continue to be made to find suitable office accommodation for the Public Relations Office of the South Eastern Railway in the commercial area, but, due to the shortage of office accommodation there, it has not yet been possible to find any suitable accommodation at a reasonable rent. There is not enough space available in the office of the P.R.O. of the Eastern Railway to accommodate the P.R.O. of the South Eastern Railway even with the minimum staff necessary.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 69) Para No. 105**

*The Committee understand that representations have been made to the South Eastern Railway that there should be no abrupt chang-*

*es in the historic past practices regarding calculation of demurrage charges and that in the meantime payment of the demurrage charges at revised rates has been withheld by one of the Steel plants and some other steel plants have been paying at the increased rate under protest and have raised objections to the abrupt changes. The matter is awaiting discussion between the Railways and the steel plants.*

*Considering the fact that steel plants constitute one of the principal users of the Railway and that steel as a basic material for many end products should not be burdened with any undue charges leading to higher cost of production, the Committee would appreciate if the Railway Administration convene a conference of the representatives of the steel plants with a view to settle the outstanding points of difference.*

#### REPLY OF GOVERNMENT

Railways fully appreciate the need for not burdening the Steel Plants with any undue charges as pointed out by the Committee. Railways' representatives have on several occasions in the past held discussions with the representatives of the Steel Plants to settle points of difference. The South Eastern Railway is being advised to arrange for further discussions with the Steel Plants concerned to settle any points of dispute that may still be outstanding.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 70) Para No. 108

*The Committee feel that notwithstanding the initial cost involved in the pilot scheme of posting one TTE for each bogie it may be worthwhile to extend the scheme to those sections which may be notorious for ticketless travel as such a system may have an over-all deterrent effect on ticketless travelling which has, apart from financial implication, a social and moral significance.*

#### REPLY OF GOVERNMENT

The pilot scheme referred to was introduced as an experimental measure for one year to start with to intensify ticket checking on a few 'bad' sections on each Railway where Ticketless Travel is rampant. S.E. Railway have tried this scheme on Kharagpur-Tatanagar and Kharagpur-Howrah Sections. This scheme is being ex-

tended further and will be tried on 'bad' sections one after another so that it will have a deterrent effect on Ticketless Travel.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 71) Para No. 108**

*The Committee would stress the need for organising special checks at least once in every five years to gauge the extent of ticketless travelling on Indian Railways.*

#### **REPLY OF GOVERNMENT**

The recommendation has been accepted and action is being taken for the revival of the Central Ticket Checking Organisation for six months for organising special checks to gauge the extent of ticketless travelling on the Railways.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 72) Para No. 111**

*While the Committee do realise that the aim of departmental catering is not to earn profit or revenue, they nevertheless feel that the Railways should not incur heavy losses on catering. The Committee would emphasise that the South Eastern Railway should not every time resort to the easy way of making up the losses by increasing the rates but should make concerted efforts, such as purchase of foodstuffs in bulk, tightening up of schedules of ingredients and economy in fuel, staff etc. to bring down the losses and so manage things that the service is not run at a loss. The Committee also feel that the South Eastern Railway should endeavour to provide not only an economical but also a quick and courteous service to the travelling public.*

#### **REPLY OF GOVERNMENT**

Increase in cost of ingredients and of staff mainly accounts for the losses in departmental catering. South Eastern Railway have taken steps, with salutary effect, not only to minimise but also to eliminate losses on departmental catering and at the same time to improve the quality of service, including prompt and courteous attention.

Some of the measures taken to effect economy and to improve the sales are mentioned below:—

- (i) Revision of recipes and tightening up of the schedules of ingredients to make them more economic.
- (ii) Review of working of unprofitable units and reduction in establishment expenses by economy in staff.
- (iii) Constant check on the process of procurement and use of stores.
- (iv) Intensification of sales drives.
- (v) Introduction of popular items.

Simultaneously with the steps taken to effect savings and to improve sales, measures have also been taken to improve the quality of service, including prompt and courteous attention.

The measures taken by the Railway have already proved successful and in the quarter January-March, 1966 and onwards, there has been a distinct improvement in the trend of figures of profit and loss. The Railway expects to appreciably reduce the quantum of losses.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 73) Para No. 112**

*The Committee would suggest that the South Eastern Railway administration should ensure that the instructions regarding use of badges by the catering bearers are strictly enforced.*

#### **REPLY OF GOVERNMENT**

The suggestion has been accepted and necessary instructions have been issued to the South Eastern Railway Administration—copy enclosed (Appendix III).

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 75) Para No. 114**

*The Committee note that while the capacity for periodical overhaul of steam locomotives on the South Eastern Railway will be sufficient to meet the requirements at the end of the Third and*

*Fourth Plans, the capacity has fallen short of requirements in 1965-66, i.e. at the end of the Third Plan, in respect of diesel locomotives at Kharagpur, coaches at Nagpur and in respect of wagons in both the Workshops. The Committee hope the Ministry is seized of the problem and will take adequate steps in the matter.*

#### REPLY OF GOVERNMENT

The observations/recommendations of the Estimates Committee have been noted. The problem is already receiving the attention of this Ministry and adequate steps have been taken in the matter as detailed below:—

*Diesel Locos (B.G.):*—As many as 46 of these locos were put into service together in 1958-59. As they went into service simultaneously they are falling due POH together but it is neither feasible nor economical to plan to undertake POH of so many locos at the same time. Workshop capacity can only be set up for what constitutes a steady load. It is, therefore, necessary that the POH of some locos be taken in hand in advance of the due dates and in the case of some locos it will have to be somewhat after the due date. In this way the 2nd & subsequent POHs will not bunch together as has been the case in the 1st POH.

Workshop capacity for POH of diesel locos is in the process of being developed and is gradually being increased to 5 locos per month. It has reached the stage of 3 locos per month already. It is hoped to wipe out the arrears of POH by April, 1967.

*Wagon (B.G.):*—The percentage of wagons overdue POH at present is 5.2 per cent. To overcome the shortage of capacity for POH of B.G. wagons a new workshop sanctioned about two years ago is now under construction at Raipur. As an interim relief assistance from other Railway workshops has also been arranged.

*Coaches & Wagons (N.G.):*—The capacity in Nagpur workshop is expected to increase substantially under incentive conditions. Already the percentage of stock overdue POH has dropped from 8.29 (on 31.3.65) to 3.34 (on 31.3.66) in the case of coaches and from 8.17 (on 31.3.65) to 5.98 (in 31.3.66) in the case of wagons. The extension of the incentive scheme in this workshop is being pursued.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 76) Para No. 116**

*The Committee would suggest that the Railways may consider the possibility of greater assistance from workshops of other Zonal Railways, being made available to the South Eastern Railway for periodical overhaul of their wagons so that the number of wagons overdue for POH repairs is considerably brought down, if not totally wiped off, and the available spare capacity in the Railway Workshops in different Zones is also utilised to the fullest extent possible.*

**REPLY OF GOVERNMENT**

The recommendation of the Estimates Committee is noted. It may be mentioned that necessary steps have already been taken to develop additional POH capacity for wagons of South Eastern Railway by setting up a new wagon repair workshop which is under construction at present at Raipur. Till such time as this new workshop is completed and put into commission, arrangements have been made to afford necessary POH assistance for the wagons of South Eastern Railway by Central, Northern, Southern and Western Railways as a result of which overdue POH position of wagons of the South Eastern Railway has come down considerably. It has dropped from 7.88 per cent on 30-9-65 to 5.2 per cent on 31-3-66.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 77) Para No. 116**

*In regard to the South Eastern Railway's plans for increasing the capacity of the workshops during the Fourth Plan period, the Committee suggest that a careful outline of the works required to be provided may be drawn up and advance action initiated thereon so that the new schemes included in the Fourth Plan can be taken up for implementation without avoidable delay.*

*Considering the volume of traffic likely to be generated with the expansion of the existing, and opening of new, steel plants, development of new mines and progressive industrialisation of rural and urban areas, the Committee have no doubt that the Railway would assess their requirements covering the Fifth and Sixth Plan periods also.*

**REPLY OF GOVERNMENT**

1. With regard to workshop facilities required by the South Eastern Railway during the Fourth Plan, necessary action has already



been initiated by expansion of the Kharagpur Workshops and setting up a new wagon repair workshop which is under construction at Raipur.

2. The recommendation that the South-Eastern Railway should expand its workshop capacity in keeping with the anticipated developments of new mines, new steel plants and progressive industrialisation of rural and urban areas etc., in the 5th & 6th plan periods is noted and action will be taken accordingly.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 78) Para No. 118

*The Committee appreciate that the South Eastern Railway Administration is seized with the general problem of high average cost of POH repairs of locomotives at Kharagpur vis-a-vis workshops in other Zonal Railways, and are conducting a detailed study relating thereto. Since this detailed study is likely to take considerable time to be completed, the Committee suggest that pending availability of the results of this study, the South Eastern Railway may take all possible measures to keep down the average cost of periodical overhaul of steam locomotives (B.G.) at Kharagpur which has been increasing from year to year since 1960-61.*

#### REPLY OF GOVERNMENT

1. The detailed study into the problem of high average cost of POH repairs of steam locomotives at Kharagpur *vis-a-vis* workshops in other Zonal Railways indicated that the principal factors responsible were, in brief, as follows:—

1.1. The existing procedure of converting the number of locomotives repaired into standard first class (or unit) repairs on the basis of tractive effort and repair points does not adequately reflect the variations in the actual work content involved in the repair of steam locomotives of different types, which may arise, *inter alia*, due to:—

1.1.1. Variation in the types and capacities of the locomotives.

1.1.2. Significant differences in the average age of the steam locomotives repaired due to variations in the number of overaged and low tractive effort locomotives based on different Workshop.

1.1.3. Some Workshops undertake only POH while others undertake IOH also.

1.1.4. Variations in operating conditions, viz. incidence of grades and curves, bad water areas etc. which have a direct bearing on renewal of tyres, boiler tubes, repairs to boilers etc.

1.2. There are variations in average wage rates not only from year to year but also from Workshop to Workshop (due to city and compensatory allowances, night allowances etc.)

1.3. Systems for compiling the unit cost of repairs are not similar, the major differences arising from:—

1.3.1. Distribution of the cost of manufacture of spare components for steam locomotives between Workshop and line requirements.

1.3.2. Credit afforded for released materials.

2. The detailed study indicated that the renewal of boiler tubes at Kharagpur was high. The reasons for this are being investigated and the repair practices for boiler tubes adopted are being specially compared with the practice on the other Zonal Railways.

3. As the points brought out in the detailed study affect all the Zonal Railways, the issues are being considered in a study which is being conducted by the Efficiency Bureau. This study concerns, *inter alia*, the procedure to be adopted to counteract the effect on costs of factors enumerated below, are beyond the control of Workshop Management and do not, therefore, really reflect their efficiency:—

3.1. Fixing a suitable primary unit of out-turn to allow for the variation in costs of repairs between locomotives of different types and capacities—by evolving suitable units based on the actual man-hour content of the work involved.

3.2. Variation in the maintenance and periodical over-haul policies and in actual service conditions.

3.3. Difference in the actual costing practices and interpretation of costing procedure by making due allowance for 'over-charges and under-charges on-cost' and 'manufacture'.

3.4. Credits for released materials.

3.5. Implications of 'special adjustments' on POH costs—by segregating 'special adjustments'.

3.6. Variations in layout, equipment, repair methods and practices in the workshops—by incorporating elements of 'proforma on-cost' charges.

4. Meanwhile, the South Eastern Railway Administration have already been advised to take all possible measures to keep down the average cost of periodical overhaul of BG steam locomotives at Kharagpur.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 79) Para No. 119**

*The Committee feel deeply concerned over the continuous drop in the compliance performance in respect of materials, both purchase items and workshop manufacturing items, supplied to workshops of the South Eastern Railway during the last three years.*

*The Committee would stress that every effort should be made to feed the workshops in time with essential stores so that production is not hampered. In view of the present difficulties in obtaining imported items on account of foreign exchange shortage, the Committee would suggest that the Ministry of Railways should have a close liaison with the Directorate General Technical Development and Ministry of Industry as also with private industries so as to locate indigenous sources of supply of substitutes therefor to the extent possible. The Committee hope that the Railway Board will formulate a list of such materials in advance and try, in collaboration with the authorities mentioned above, to foster local production.*

#### **REPLY OF GOVERNMENT**

The compliance performance is constantly watched by the Railway Administrations and is also reviewed in the periodical meetings of the Controllers of Stores of the Railways with the Board, and remedial measures wherever necessary are taken to improve compliance performance.

A development Cell has been functioning for some time in the Railway Board under the charge of a Joint Director for the purpose of promoting the indigenous development of Railway equipment and for giving technical and other advice to manufactures, especially for items being manufactured for the first time. This Cell works in close liaison with the Directorate General of Technical Development and in fact, the Joint Director incharge of the Cell acts ex

*officio* as Industrial Adviser Railway Equipment in the Directorate General of Technical Development.

The Indian Railway Equipment Advisory Committee (with Regional Committees at Delhi, Bombay, Calcutta and Madras) has been functioning since 1957. Representatives of engineering and manufacturers' associations including small-scale interests, State Governments and other Government Departments concerned are represented on these Committees. Two Members of Parliament are also members of the Central Committee. The main function of these Committees is to advise on the steps to be taken for developing indigenous capacity for Railway equipment which is imported or in short supply. The Committee have provided a useful forum for liaison with the industry and with other Government Departments concerned. The Committees meet periodically and their proceedings have been valuable in the drive for indigenous development.

For facility of potential entrepreneurs, particularly small-scale units, mobile show-rooms containing selected items of imported and short supply stores, have toured both the BG and the MG sections of the country during the last few years.

A list of items of Railway equipment, imported or in short supply, giving information about requirements, value etc., has been published in pamphlet form from time to time. The last edition of this publication was issued in 1963 and this is now being revised and brought uptodate so as to indicate the Fourth Plan requirements. The new edition is expected to be published shortly.

From the foregoing, it will be observed that the Ministry of Railways have been making special efforts, for some time, to promote the indigenous development of Railway equipment and have been maintaining close liaison with the Directorate General of Technical Development, other Government Departments concerned and with the Industry. These concerted efforts have been effective, and of a total of Rs. 320.23 crores worth of Railway stores purchased in 1964-65, Rs. 285.05 crores or over 89 per cent were from indigenous sources. The drive for self-sufficiency is being vigorously pursued and it is expected that by the end of the Fourth Plan, imports will be confined to only a few items of a specialised or proprietary nature.

*[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]*

**Recommendation (Serial No. 60) Para No. 120**

*The Committee would suggest that the Railways may maintain close liaison with the Hindustan Steel Plants so as to ensure that capacity for production of railway equipment in these steel plants is fully utilised.*

**REPLY OF GOVERNMENT**

The anticipated production of wheelsets from the Durgapur Wheel and Axle Plant, during a year, is ascertained from them well in advance and orders are placed so as to book their entire anticipated capacity. The Durgapur Plant send a monthly statement to the Railway Board indicating the details of the production against individual orders during the month and the balance outstanding against each order. From these statements it is possible to know the actual level of production at Durgapur. In addition, the Durgapur Plant have also, from time to time, been intimating their revised production schedules for wheelsets. These are also taken into account in determining the extent to which orders are placed on Durgapur. Close Liaison has thus been maintained with the Durgapur Steel Plant and it has been ensured that the entire out-put of wheelsets, as anticipated by them, from time to time, is booked so that no production capacity is lost. It may be mentioned that Durgapur had about 12 months' load of wheelsets on 1.2.66, taking the average rate of production during 1965 which comes to about 2,000 wheelsets per month. This included an order for 1476 Metre Gauge wheelsets, which was placed in 1963, and against which 1251 sets had still to be supplied.

2. Regarding fishplates the manufacture of this item was started by M/s. Hindustan Steel Ltd. at Durgapur, early in 1965. In October 1964 Hindustan Steel had advised that the newly erected fish plate plant would start production shortly and as this new plant was likely to have teething troubles, it would take some time for the production to stabilise. They, therefore, requested the Railway Board to place orders for about 2,000/3,000 tonnes of fishplates of 60 and 90 lb. types. An order for 2,000 tonnes was placed on Durgapur, in April 1965, and it was indicated that a further order of 2,000 tonnes would follow after satisfactory completion of the supply of the initial 2,000 tonnes. This supply has not, however, been completed so far, even though in January 1965 Hindustan Steel had furnished to the Railway Board an annual production forecast of 5,500 tonnes of fishplates on single shift basis or 11,000 tonnes on double shift basis.

3. As would be seen from the above, close liaison is maintained by Railways with Hindustan Steel Plants. The observations of the Committee are, however, noted for guidance.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

#### **Recommendation (Serial No. 81) Para No. 121**

*The Committee are glad to note that within a short period of four years the incentive scheme in the Kharagpur Workshops of South Eastern Railway has resulted in savings of average man-hours taken for periodical overhaul per standard unit to the extent of 16.45 per cent in the case of steam locomotives, 44.6 per cent in case of carriages and 38.3 per cent in the case of wagons. After allowing for the bonus payments to the men and the extra expenditure incurred to deal with the incentive scheme, the savings in man-hours would represent a saving of about Rs. 3 to 3½ lakhs per month. The Committee, however, hope that savings in man-hours per steam locomotive repairs will gradually be raised to the standard in the case of carriages and wagons.*

#### **REPLY OF GOVERNMENT**

The recommendation of the Committee is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

#### **Recommendation (Serial No. 82) Para No. 121**

*The Committee have no doubt that the South Eastern Railway would take necessary measures to ensure that the programme of extending the incentive scheme to workshops other than Kharagpur will be carried out according to schedule.*

#### **REPLY OF GOVERNMENT**

The recommendation of the Committee is noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

#### **COMMENTS OF THE COMMITTEE**

The Committee would like to be apprised by the end of the current financial year of the latest position regarding extension of the

incentive schemes to the workshops of the South Eastern Railway other than Kharagpur.

**Recommendation (Serial No. 83) Para No. 122**

*An apprehension was expressed to the study Group of the Estimates Committee which visited Kharagpur in June 1965 that the amount of stipend paid to the non Act trade apprentices in the Kharagpur Workshops might be brought down to the level of the trade apprentices under the Apprentices Act, 1961. While the Committee are happy to note that the apprentice system in the South Eastern as in other Railway Workshops has so long been working quite satisfactorily and the training given to the apprentices is also of a high order, they feel that for efficient working of the Railway engineering service, the quality of training in the workshops should be maintained and the amount of stipend should be such as would attract better types of young men and not discourage them to come as apprentice trainees to Railway Workshops. The Committee hope that the Railway Board will reconsider the question of reducing the stipend to the new entrants after 29th August, 1963, and will see if, within the provisions of the Apprentices Act, 1961, any higher rate of stipend—if not the old rate—can be given to the trade apprentices.*

**REPLY OF GOVERNMENT**

The question whether a rate of stipend higher than that allowed to trade apprentices on Railways on the basis of the minimum laid down in the Apprenticeship Rules, 1962 can be granted to them is under consideration of the Ministry of Railways.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966]

**FURTHER INFORMATION CALLED FOR BY THE COMMITTEE**

*Please state whether the question of granting higher rate of stipend to trade apprentices on Railways has been considered by the Government. If so, the action taken thereon may be indicated.*

[Lok Sabha Secretariat O.M. No. 4/19(6)—ECII/dated the 5th April, 1967]

**REPLY OF GOVERNMENT**

While the Ministry of Railways were examining the question of increase in the rate of stipend laid down in Apprenticeship Rules,

1962 a notification (Apprenticeship Rules, 1966) revising the rates of stipend was received. The whole matter has been examined *de novo* and it is expected that a decision in the matter will be taken very shortly.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 25th April, 1967].

#### Recommendation (Serial No. 84) Para No. 123

*The Committee learn that the South Eastern and other Zonal Railways have got U.S.A. disposal machines and several such machines are lying unutilised and even unpacked in some cases. They would suggest that a comprehensive survey and inventory of all these machines lying in various Zonal Railways should be made at an early date. The Committee hope that after the compilation of the inventory, it would be circulated to all concerned departments and units so that these machines may be put to use, if necessary by cannibalisation and the remaining may then be disposed of as scrap. The Committee have noticed that in some places, such machines, some of them unpacked, have been occupying godown space which is already very limited. The Committee feel that steps should have been taken some years ago to have the godown space released.*

#### REPLY OF GOVERNMENT

The process of putting the U.S. surplus machines into commission has been a gradual one. Some of these machines were more or less complete and there was no delay in commissioning them. Others were deficient in vital components or required heavy repairs or reconditioning, and have had to be dealt with, turn by turn, according to the capacity for repairing and reconditioning such machines and also according to how urgently they were required for use.

2. Out of a total of 1530 machines, 820 had been put into commission by the end of 1962, and 305 more have been put into commission since, making a total of 1125 machines. Efforts to reclaim more machines out of the 405 now left over are continuing, but as the work progresses the machines left over are more and more difficult to commission because of larger deficiency of parts etc.

3. A comprehensive survey of the machines left over has been made and a list has been prepared, indicating briefly the defects and deficiencies etc. which are required to be attended to. Further concerted efforts are being made to repair and reclaim as many of



the remainder as possible by all means including cannibalisation. The balance may have to be scrapped after recovering usable parts.

4. As regards occupation of storage space, this has been unavoidable, as unless a machine is declared scrapped, it has to be protected against the effects of sun and rain. Care is, however, taken to see that these machines are stored in places where their storage causes the least inconvenience.

5. After the initial rapid progress, the pace of commissioning these machines has been progressively slower. This is due not only to the very limited capacity of the Railway Workshops for reconditioning of machines but also due to the remaining machines being more deficient of parts and in worse condition. It may at the same time be mentioned that the process has not yet come to an end and efforts are continuing to commission as many of the balance of machines as possible.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 85) Para No. 126**

The Committee note that in the first year of the Third Plan, the utilisation of funds for construction of staff quarters on the South Eastern Railway was far below the allotment, i.e. Rs. 43 lakhs out of Rs. 158 lakhs. And that in the second year also the utilisation was somewhat lower than the allotment. The Committee, however, find that this shortfall has been, to a great extent, made up in the last three years of the Third Plan period, but still leaving an unspent amount of Rs. 125 lakhs for the Plan period as a whole. The Committee feel that in the matter of provision of residential quarters to their staff, there is need for better planning and more energetic efforts on the part of the South Eastern Railway as this, apart from providing an amenity to the staff, has almost a direct bearing on their efficiency. The Committee hope that the tempo of construction of quarters will be stepped up during the Fourth Plan period and the funds allotted for the purpose will not remain unutilised.

#### **REPLY OF GOVERNMENT**

The Railway Administrations have been advised to make every effort to see that the funds allotted every year for the purpose of construction of quarters are not left unspent as the provision of accommodation is an amenity which has a direct bearing on staff efficiency.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

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**Recommendation (Serial No. 86) Para No. 128**

*While appreciating the special efforts made by the South Eastern Railway to step up the recruitment of Scheduled Tribes Candidates, the Committee note that there are still a number of vacancies in the posts reserved for such candidates. They would suggest that the selection of candidates from the panels furnished by the Railway Service Commission may be expeditiously finalised by the Railway so that the heavy shortfalls in the recruitment of Scheduled Tribes candidates are considerably reduced at an early date.*

**REPLY OF GOVERNMENT**

The recommendation of the Estimates Committee has been brought to the notice of the South Eastern Railway with instructions to expedite action thereon. The Railway Administration has taken expeditious action and offered appointments to most of the Scheduled Tribes candidates on the panels furnished by the Railway Service Commission. But only 70 per cent of the candidates who were offered appointment have joined the posts. This has, however, brought down the shortfall in the recruitment of Scheduled Tribes candidates.

Difficulty is being experienced in the case of recruitment to technical categories on account of the dearth of qualified candidates belonging to Scheduled Tribes. Nevertheless, efforts are being made to recruit as many Scheduled Tribes candidates as possible, especially by exercising special powers vested in the General Managers.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 87) Para Nos. 129 and 130**

*The Committee are constrained to note that the shortfalls in refresher training to the staff of the South Eastern Railway were as high as 77% in the case of Deputy Chief Controllers/Controllers, 40% in the case of drivers and 38% in the case of firemen. The Committee in this connection, would like to invite the attention of Government to the finding of the Railway Accidents Committee (1962) that out of the drivers held responsible for causing accidents during the last five years, 55 per cent were such as had not attended any refresher course within five years prior to the date of accident.*

*The Committee attach great importance to refresher training being imparted to drivers and technical traffic staff on the grounds*

of efficiency and safety, and they would urge that energetic steps should be taken by the South Eastern Railway to clear the backlog as quickly as possible and eliminate all such factors as come in the way of the operating staff availing themselves of the refresher training on the due dates. The Committee hope that the South Eastern Railway realise the importance of the refresher course which they have initiated some cost and will take proper steps to see that the course is being properly utilised.

#### REPLY OF GOVERNMENT

On the S. E. Railway, the position in respect of drivers has improved considerably. The position regarding firemen and guards has also improved. The total number of staff still due for Refresher Courses as on 1-4-66 is as under:—

Category	No. due for Refresher Course
SMs/ASMs' . . . . .	178
Guards . . . . .	177
Cabinmen/Levermen/Switchmen .	449
Drivers . . . . .	55
Firemen . . . . .	507
Shunters . . . . .	249

To liquidate the above shortfalls, the Railways are taking the following steps:—

- (i) the vacancies arising from the enhancement in the leave reserve percentage have since been filled up and the remodelling works are expected to be completed shortly, when it will be possible to send more staff for Refresher Courses;
- (ii) endeavour is being made to build up a reserve of trained men in the lower categories so as to avoid any difficulty in sparing the technical staff of promotional categories; and
- (iii) the progress of Refresher Courses in all important categories is being watched by the Divisional Superin-

tendents in the Divisions and by specially nominated officers in the Headquarters.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

### **Recommendation (Serial No. 88) Para No. 133**

*The Committee are glad to note that the Railways have taken prompt action on the lines suggested by the Committee in their earlier reports for expediting disposal of cases relating to settlement of pension, provident fund and gratuity dues of their employees and that there are no cases pending for more than two years on the South Eastern Railway. The Committee hope that vigorous efforts will continue to be made by the Railway for expeditious disposal of such cases so that each retiring employee gets his dues settled within six months of retirement.*

### **REPLY OF GOVERNMENT**

The observations of the Committee are noted. All Railways have again been instructed to ensure that all cases of final settlement are expeditiously dealt with and a regular watch kept on their prompt disposal so that each case may be settled before it is six months old.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966].

### **Recommendation (Serial No. 89) Para No. 134**

*Although constituting only 10.5% of the total route kilometrage of the Indian Government Railways, the South Eastern Railway accounts for about 17.8% of the total contribution of all the Zonal Railways towards the dividend paid by the Indian Railways to the General Revenues. This Railway has also been able to achieve the best operating ratio amongst all the Zonal Railways, the figures for the year 1962-63 and 1963-64 being 62.74 and 62.65 respectively. During the decade immediately following the reformation of this Railway as a separate zone, there has been a colossal increase in the work-load of this Railway on account of the rapid industrialisation and development of this region. The Committee are glad to note that by and large the South Eastern Railways has been able to handle the work efficiently and economically.*

## REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 90) Para No. 134**

The Committee note that the South Eastern Railway has embarked on a number of modernization programmes and expansion schemes with a view to meet the growing transport needs of the region it serves. The switch-over from steam to diesel and electric traction, doubling of lines, introduction of modern electronic signalling devices and remodelling of yards and stations are going apace. It is gratifying to note that all these jobs are being carried out without any dislocation of traffic and interference with normal work. The Committee hope that in the years to come the South Eastern Railway, by careful and thoughtful planning and by adoption of the latest techniques in the railway transport system, will not only maintain its present level of efficiency but also render better and speedier service to the public.

## REPLY OF GOVERNMENT

Noted.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 91) Para No. 134**

The Committee feel that due to historical reasons and its late acquisition by the Government, the South Eastern Railway has been handicapped in matters like its own terminal facilities, workshop facilities, city-booking facilities, printing press etc., but for which its performance would have been better still. Handicaps of this nature have their effect on the users and the staff, and should therefore be removed.

## REPLY OF GOVERNMENT

Every effort is being made to remove the handicaps mentioned by the Committee and detailed position in respect of each of these is given below:—

1. **Terminal Facilities:** It has already been submitted to the Committee, as would be observed from Para 35 of their report that

construction of a separate terminal station for S. E. Railway at Calcutta within a reasonable distance of the city is almost impossible, for want of adequate space required for such facilities, and that after the completion of the remodelling of Howrah station, now in progress, terminal facilities would be adequate for both the Eastern and South Eastern Railways for the next 10 years. In accordance with the Committee's Recommendation No. 20, the Planning Commission has already been requested to ask the Study Team appointed by them to examine the question of enhancing the terminal facilities on the eastern Bank of the Hooghly in all its remifications, and if it is found by the Committee that the location of such terminal station is feasible and necessary, it will be considered what further action would be appropriate.

2. *Printing Press*: Sanction for establishment of a printing press at Kharagpur at an approximate estimated cost of Rs. 79.39 lakhs has already been accorded and the work is being taken up by the South Eastern Railway.

3. *City Booking Offices/Agencies*: Most of the important towns and cities served by the S. E. Railway, namely, Cuttack, Puri, Ranchi, Rourkela, Raipur, Bilaspur, etc. already have City Booking Offices/Agencies to cater to the need of the travelling public.

So far as Calcutta is concerned, the joint city booking offices of Eastern and South Eastern Railways are located in different parts of the city as also Howrah. These arrangements are considered adequate to meet the present demands.

4. *Workshop facilities*:— Apart from certain improvements in Kharagpur shops which have been sanctioned, a new wagon workshop at a cost of about Rs. 6 crores has also been sanctioned and the same is under construction at Raipur.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91 dated the 26th October, 1966].

## CHAPTER III

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

#### Recommendation (Serial No. 4) Para No. 10

The Committee are unhappy that the narrow gauge sections of the South Eastern Railway as also of other Zonal Railways are incurring heavy losses from year to year. The Committee also note the difficulties of the Railways to convert the narrow gauge lines into broad gauge or to close them down on account of the inconvenience likely to be caused to, and the opposition from the travelling public. While the Committee appreciate the steps so far taken by the South Eastern Railway to improve the efficiency of the working of its narrow gauge sections to bring down the losses, they suggest that the question of their continuance or closure or converting them into broad gauge may be re-examined in the light of the recommendations of the Committee on Transport Policy and Coordination. As the Committee realise that narrow gauge railways are always likely to be losing concerns and also not likely to provide adequate transport facilities, the Committee feel that ultimately broad gauge lines may have to be introduced in the areas served by the narrow gauge railways. So, the Committee would urge that a phased programme should be drawn up for extension of the broad gauge lines to those areas except in such areas where for physical and geographical reasons broad-gauging may not be possible.

In this context, the Committee would like to suggest that the question of extending the Ranchi-Chandrapura section up to Purulia may be considered by the Railways so that the present narrow gauge line to Purulia may be converted into broad gauge.

#### REPLY OF GOVERNMENT

In considering the future of the existing narrow gauge lines it is necessary to bear in mind that most of them were constructed to meet local transport needs at a time when road transport had not developed sufficiently. These lines have played an important role in the development of a rural economy but in the wake of increased economic activity and the development of speedier road

transport the traffic on these railways has suffered some set-back, resulting in losses.

The economic liability of any narrow gauge line cannot be correctly assessed by analysing its performance in isolation from connected broad gauge or metre gauge lines. In some cases the narrow gauge lines themselves might be lightly used, but the traffic interchanged with the contiguous gauges may be making an important contribution to railway earnings. A good proportion of the traffic dealt with on the NG sections either originates from or terminates on the adjacent broad or metre gauge sections or, in other words, is long distance traffic and contributes more to railway earnings than the share of earnings of the NG lines themselves. Conversion of such lines to a broader gauge may not however, increase earnings; capital cost of these lines will on the other hand go up and the percentage return on it go down further.

Some of the narrow gauge lines are situated in hill areas, where due to geographical and technical reasons a wider gauge is not feasible. In some other cases, roads run almost parallel to the N.G. lines and the existing and prospective passenger, parcel and goods traffic is so small that it can easily be carried by road and the losing railway lines could be closed down.

It is not practicable for these reasons to adopt a uniform policy with regard to the continuance, closure or conversion of N.G. lines. Each line will have to be considered separately and the resultant likely implications and repercussions examined. The recommendations of the Committee on Transport Policy and Co-ordination are being examined by the Railway Ministry and appropriate action will be initiated in the light of the final decision taken on these recommendations.

With regard to the Estimates Committee's suggestion for extension of the Ranchi-Chandrapura section upto Purulia, it is stated that Engineering and Traffic Surveys for the conversion of the Purulia-Kotshila N.G. section have been carried out and the survey reports are under examination. The financial return anticipated on the investment necessary for the conversion is very discouraging on an investment of Rs. 1.28 crores the return anticipated is only 1.09 per cent in the 6th year and 1.58 per cent in the 11th year after completion of the conversion.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].



**Recommendation (Serial No. 9) Para No. 14**

The Committee understand that at a meeting held on the 9th October, 1962, at which the representatives of the Railway Board, Ministry of Transport and the Government of Orissa were present, it was agreed that the Nayagarh-Banspani area must be connected by rail with Paradeep passing through the Tomka area and that for that purpose the entire railway line from Banspani to Paradeep should be included as a priority scheme in the Fourth Plan. The Committee would like in this connection to refer to the recommendation made by them in their Seventieth Report on the Ministry of Transport—Paradeep Port (1964-65) to the effect that for the development of a Port of the size of Paradeep, railway communication may be desirable.

Now that the Paradeep Port has been taken over by the Central Government to be operated as a major port, the Committee hope that the scheme of providing a rail link for Paradeep will be processed on a priority basis and a definite programme drawn up for implementation so that there may be no hold up in the development of Paradeep as a major port for want of a rail link.

**REPLY OF GOVERNMENT**

The proposal for a rail link from Banspani/Nayagarh area to Paradeep Port is under consideration in the context of export of iron ore from Nayagarh area via Paradeep Port. South Eastern Railway have recently carried out Preliminary Engineering and Traffic surveys for a broad gauge new line from Banspani to Paradeep Port touching Nayagarh and Tomka/Daiteri iron ore areas. Various alternatives such as a connection from Barsua (on the recently built Rourkela-Barsua line) to Talcher and a link from Cuttack/Berang to Paradeep Port have been suggested and these are being investigated. The relative merits of the alternative links have to be examined to decide on the most suitable link to Paradeep Port which will involve the least investment and maximum gain. The mining investigations at Nayagarh end have not yet been completed and the completion of this detailed exploration is vital for decision making on the construction of a new rail connection.

The proposals for new lines to be taken up in the Fourth Plan are yet to be finalised. Inclusion of this line in the Fourth Plan is dependent on the results of the investigations that are being carried out, the availability of funds and the priority this line will merit among various proposals for new lines in the Fourth Plan.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 21) Para No. 37**

The Committee feel that the formulation of development plans by the Railways on the basis of normal increase of traffic in Calcutta during the next ten years may not be adequate to meet the situation since the problem is growing into serious dimensions, and investments on a considerable scale are envisaged. The Committee would therefore urge that the Railways should make a proper assessment of their requirements of land, bridges, etc. for their expansion and remodelling schemes in the Calcutta area on a long term basis since the problem which is considered as difficult of solution today would become more complicated and formidable with the passage of time and ultimately defy all possibilities of solution.

The Committee would like, to stress that the problem of expansion of Sealdah and of diverting more long distance trains to the Sealdah side was being considered for some decades; but if the Railways had taken some positive decision some years ago, when the Bally Bridge was constructed and when the areas around Sealdah were not heavily built in, the expansion scheme of Sealdah side would have been much easier. For a fast growing city like Calcutta, the traffic problem requires a long term solution.

The Committee are not able to appreciate the contention of the Ministry that diversion of long distance trains to Sealdah would be inconvenient for passengers from South Eastern Railway who have to change to Eastern Railway trains at Howrah and vice versa. The Committee feel that with the construction of the Andul-Dankuni link, Dankuni will be in a position to provide facilities for the change over from one to the other Zonal railway through the diversion of long distance trains to the eastern side of the Hooghly, if of course Dankuni is properly developed to cope with the increasing traffic.

In that context the Committee would like to urge upon the Railways to take up the issue of finding more lands near the Sealdah Station with the State Government who, they understand might be persuaded to remove the Sealdah Court building and some other residential buildings now situated in areas adjacent to the Sealdah Station. The Committee would also like the Railways to explore the possibility of vacating the Kathgodam areas given on lease to private timber merchants. They feel that the Government should make a serious attempt to see if the areas mentioned above, can be made available for the expansion of coaching facilities on the Sealdah side.

## REPLY OF GOVERNMENT

The transport problem of Calcutta is a very complex one and has to be tackled on an integrated basis. Unilateral action on the part of the Railways alone will not be of much help. The Railway Ministry believe that the recently constituted Study Team will examine the entire question in detail. A copy of this recommendation is being forwarded to the Study Team for careful consideration in the context of the whole transport problem of Calcutta area. Appropriate action will be taken on receipt of the report of the Study Team.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 28th October, 1966].

## FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state whether the question of formulation of development plans for solving the transport problem of Calcutta has been examined by the Study Team. If so, a copy of the Report of Study Team may be furnished and the action taken thereon by the Government may also be indicated.

[Lok Sabha Secretariat O.M. No. 4/19(6)-ECII/66, dated the 5th April, 1967]

## REPLY OF GOVERNMENT

The Study Team on Metropolitan Transport, commonly known as the Metropolitan Transport Team, was set up by the Planning Commission (Committee on Plan Projects). This Committee was to give priority to the immediate transport problems of Calcutta. The Committee is now arranging for the feasibility surveys of:—

- (a) a new section of the railway line from near Dum Dum to Princess Ghat;
- (b) a new section of the railway line from near Dum Dum to serve the growing Salt Lake suburb under development; and
- (c) a Rapid Transit System (either underground or elevated) running from North to South and from East to West.

This Committee will, in the course of time, go into the other transport problems in Calcutta. The report of the team has not yet been received. The Railways are providing assistance to the Metropolitan Transport Team by providing the necessary survey personnel, equipment and stores for the two feasibility surveys referred to in items (a) and (b) above.

These two surveys are being undertaken under the aegis of the Metropolitan Transport Team. The nature of arrangement for carrying out the feasibility survey for the Rapid Transit System is under consideration of the Metropolitan Transport Team in consultation with the various agencies concerned, such as Planning Commission, Ministry of Railways, Government of West Bengal etc.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 25th April, 1967].

#### **Recommendation (Serial No. 24) Para No. 37**

*The Committee would like to mention that a metropolitan city of the size and complexity of Calcutta should have more than one terminal station and that if in between the main city and the main terminal station there is only, one or even two bridge connections over a river, there are bound to be consequent difficulties to the passengers. The Committee hope that the Railway Board would try to tackle this problem in collaboration with the State Government.*

#### **REPLY OF GOVERNMENT**

The Development schemes which are being undertaken at Howrah such as remodelling of the station, extension of platforms, installation of route relay inter-locking etc. are considered adequate for traffic to be dealt with at Howrah for about next 10 years. There is, therefore, no proposal at present to provide additional terminal yard facilities at Calcutta, but the position will be reviewed from time to time as traffic develops. In fact the solution for congestion on the Howrah Bridge is not the provision of additional terminal yard facilities. Congestion on this bridge is due to various reasons. It will be seen from the answer to Recommendation No. 19 that the matter is receiving attention at the hands of the Calcutta Metropolitan Planning Organisation.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### **Recommendation (Serial No. 38) Para No. 55**

*In view of the fact that most of the existing trains between Howrah and Delhi are not only over-crowded but at any rate take about 30 to 35 hours to cover the distance, the Committee would suggest that the Railways may continue to gauge the traffic and consider the feasibility of introducing an additional train from Howrah to Delhi via Kharagpur, Adra and Gomah to enable the passengers coming*

*from Orissa side to entrain at Kharagpur instead of having to travel all the way upto Howrah.*

#### REPLY OF GOVERNMENT

Traffic justification does not, at present, exist for running a train for passengers from stations in Orissa travelling to and from Delhi. Introduction of a direct train between Howrah and Delhi via Kharagpur, Adra and Gomoh is also not feasible for want of line capacity on sections enroute, such as, Howrah-Kharagpur, Ghaziabad-Delhi etc., and lack of terminal facilities at Delhi/New Delhi. Besides, introduction of such a service will not be popular for through passengers travelling between Howrah and Delhi in view of the payment of extra fare and longer journey time. The passengers from Orissa area will still have to travel by connected services upto Kharagpur from where only they will be able to avail of the suggested service.

For the convenience of through passengers between Delhi and Bhubaneswar, the Capital of Orissa, a composite first and third class through service coach has been introduced with effect from 1st April, 1966, via Kharagpur, Adra and Asansol. This coach is being hauled by Nos. 7/8 Puri-Howrah Expresses, 351/352 Kharagpur-Asansol Passengers, 17/18 Pathankot Expresses and 85/86 Assam Mails. Should, however, sufficient traffic develop to justify a direct train from Orissa to Delhi, introduction of such a train from Puri to Delhi via Kharagpur, Adra and Gomoh will be duly considered, subject to availability of resources by way of line capacity, rolling stock etc., as that would suit the needs of Orissa passengers better than a train from Howrah to Delhi via Kharagpur.

It is, therefore, regretted that the recommendation of the Estimates Committee for the introduction of a train from Howrah to Delhi via Kharagpur is not acceptable.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### Recommendation (Serial No. 40) Para No. 56

*Pending the formation of a suitable machinery for rail-road co-ordination, the Committee would suggest that the South Eastern Railway may bring to the notice of the transport authorities/corporations concerned the desirability of running feeder bus services for important stations, including Andul, Santragachi, Adra, Bankura, Purulia, etc. in a planned manner.*

## REPLY OF GOVERNMENT

Almost all the important stations on the South Eastern Railway are already served by feeder bus services. In many cases, however, the feeder bus services do not touch the railheads directly as indicated in the enclosed statement (Appendix IV). The Regional Transport Authorities and the State Transport Undertakings concerned are, therefore, being moved by the Railway for running feeder bus services from and to the rail heads.

As regards Andul and Santragachi stations the existing approach roads to these stations being too narrow, introduction of feeder bus services at these points is not feasible at present.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 51) Para No. 82**

*The Committee note that the minimum standards of basic amenities to be provided at Railway stations were prescribed as long back as in 1952. In view of improvements in standards all-round, the Committee would reiterate the recommendation made in their Sixty-Fifth Report (1964-65) on North Eastern Railway that a committee may be constituted by the Railways to review the standard of minimum basic amenities to be provided at stations, particularly for third class passengers. Pending such a review, the Railways should not remain content with providing the minimum basic amenities as prescribed in 1952 which may not be considered adequate according to present standards.*

## REPLY OF GOVERNMENT

The Railways are taking action to provide minimum basic amenities according to the standards already laid down but there are still a large number of stations where some of these amenities have yet to be provided. It is, therefore, considered that it would be more useful to appoint a new Committee to review the standards, only when amenities to the existing standards have been fully provided at all stations.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**COMMENTS OF THE COMMITTEE**

The Committee hope that the provision of all basic amenities to the existing standards at stations where some of these amenities

are yet to be provided will be expedited by the Railways. Additional funds may be provided, if necessary, to clear the backlog in providing basic amenities at such stations.

**Recommendation (Serial No. 66) Para No. 102**

*The Committee would suggest that the South Eastern Railway may consider the feasibility of locating a branch office of the Divisional Superintendent somewhere at Calcutta or Howrah to obviate the difficulties of the users residing near Calcutta.*

**REPLY OF GOVERNMENT**

A District Traffic Superintendent has already been posted at Shalimar as a representative of Divisional Superintendent, Kharagpur. In view of the above as well as the fact that the users residing in Calcutta area can also approach the Railway Headquarters located in Calcutta easily, it is felt that there is no need for locating a further branch office of Khargpur Division at Calcutta.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 68) Para No. 103**

*The Committee feel that since the Howrah Station caters to both the Eastern and South Eastern Railways it would be useful from the public relations point of view if the Divisional Railway Users' Consultative Committees of the two Railways in the area could convene at least one joint sitting in a year to discuss common problems.*

**REPLY OF GOVERNMENT**

Though Howrah station is worked by the Eastern Railway, the Divisional Railway Users' Consultative Committees of the South Eastern Railway are free to discuss any problem concerning Howrah, so far as it relates to the South Eastern Railway. Further, close co-ordination and liaison is maintained at appropriate levels between the two Railways; and, if necessary, special meetings between the officers of both the Railways are also arranged. The existing channels of communication, co-ordination and liaison between the two Railways are, by and large, functioning satisfactorily.

In the circumstances, it is considered that not much purpose will be served by arranging joint meetings of the Divisional Com-

mittees of the two Railways as recommended by the Estimates Committee.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

**Recommendation (Serial No. 74) Para No. 112**

*The Committee would suggest that cooks and bearers of contract caterers on the South Eastern Railway may be allowed to avail of the training facilities at Kharagpur and Santragachi, and also to participate in the courtesy weeks held for the catering staff.*

**REPLY OF GOVERNMENT**

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 not be feasible for the Railways to take over the responsibility of giving training to catering staff of contractors working at stations.

As regards the contractors' staff participating in "Courtesy Week", necessary instructions have been issued to Railways that the contractors may be asked to observe "Courtesy Week" as is being done by the departmental catering establishments.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].



## CHAPTER IV

### RECOMMENDATION IN RESPECT OF WHICH REPLY OF GOVERNMENT HAS NOT BEEN ACCEPTED BY THE COMMITTEE

#### Recommendation (Serial No. 18) Para No. 28

*The Committee would suggest that a certain percentage of the total allocation for new lines should be set aside exclusively for the construction of rail tracks for the benefit of under-developed areas which have been clamouring for such facilities for their development.*

#### REPLY OF GOVERNMENT

The total allocation made by the Planning Commission for new lines is so meagre that only a small kilometrage of new lines can be opened and therefore a severe selection has to be made on the basis of priorities related to defence, industrial and operational requirements from amongst a large number of new lines proposed by State Governments and other parties. It is not possible under these circumstances to set funds aside exclusively for the benefit of under-developed areas where projection of a new railway line may not be justified according to these priorities.

[Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966].

#### COMMENTS OF THE COMMITTEE

The Committee feel that the construction of new Railway lines in underdeveloped areas is no less important than the provision of such lines for industrial and operational requirements. Under-developed areas should not be deprived of the benefits accruing out of the extension of transport facilities. Opening of new lines is bound to give a fillip to the rapid economic development of these areas and inculcate among the inhabitants thereof a feeling that the Railways are mindful of their interests.

P. VENKATASUBBAIAH,

*Chairman,*

*Estimates Committees.*

NEW DELHI;

Dated the 23rd February, 1968.

Phalguna 4, 1889 (Saka).

## APPENDIX I

(Vide reply to recommendations Serial No. 57 in Chapter II)  
*Statements showing distribution of III Class sleeper berths/seats to City Booking Offices in Calcutta.*

Train Number	Description of sleeper coach	Accommodation available	Existing Quota	Revised Quota			
1	2	3	4	5			
Up Howrah-Bombay Mail	3-tier (HWH-BB)	75 berths	Esplanade Mansions	55	Esplanade Mansions	48	
			Misc. quota (including Roadside stns)	15	Misc. quota (including Roadside stations)	15	
			Kidderpore City Booking Office	5	Kidderpore City Booking Office	5	
			Cornwallis st. CBO		Cornwallis st. CBO	3	
			Burrabazar CBO		Burrabazar CBO	4	
<i>Berths</i>							
Do.	Partial 3-tier (Howrah-Virangam)	32 berths 40 seats	Esplanade Mansions	23	Esplanade Mansions	23	
			Misc. quota (including Roadside stns)	9	Misc. quota (including Roadside stations)	9	
			<i>Seats</i>				
			Howrah	31	Howrah	27	
			Misc. quota (including Roadside stns)	9	Russa Road CBO Burrabazar CBO Misc. quota (including Roadside stns.)	2 2 9	

Up Howrah-Bombay Mail	Partial 3-tier (Howrah-Nagpur)	32 berths 40 seats	<i>Berths</i>		<i>Berths</i>	
			Esplanade Mansions	26	Esplanade Mansions	26
			Misc. quota (including Roadside stns.)	6	Misc. quota (including Roadside stns.)	6
			<i>Seats</i>			
			Howrah	40	Russa Road CBO Kidderpore CBO Howrah	
30 Up Howrah-Bombay Exp.	3-tier (Howrah-Bombay)	75 berths	<i>Berths</i>		<i>Berths</i>	
			Esplanade Mansions	43	Esplanade Mansions	37
			Misc. quota (including Roadside stns.)	32	Misc. quota (including Roadside Stns.)	32
			Kidderpore CBO	2	Burrabazar CBO	
				2	Russa Road CBO	
Do.	2-tier (Howrah-Bombay)	24 berths 56 seats	<i>Berths</i>		<i>Berths</i>	
			Esplanade Mansions	14	Esplanade Mansions	10
			Misc. quota (including Roadside stns.)	10	Misc. quota (including Roadside stns.)	10
				4	Russa Road CBO	

2

*Seats*

Howrah  
Misc. quota (including  
Roadside stns.)

51

Howrah  
Misc. quota (including  
Roadside (stns.)  
Cornwallis st. CBO  
Russa Road CBO  
Kidderpore CBO

43

5  
3  
3  
2

*Berths*

Esplanade Mansions  
Misc. quota (including  
Roadside stns.)

26

Esplanade Mansions  
Misc. quota (including  
Roadside stns.)  
Kidderpore CBO  
Russa Road CBO

22

6  
2  
2

27

Do. Partial 3-tier  
(Howrah-Nagpur)  
32 berths  
40 seats

*Seats*

Howrah

40

Howrah  
Russa Road CBO  
Kidderpore CBO

36

2  
2

3 Up Howrah-  
Madras Mail (Howrah-Madras)  
75 berths

Esplanade Mansions  
Misc. quota (including  
Roadside stns.)  
Russa Road CBO  
Kidderpore CBO

30

Esplanade Mansions  
Misc. quota (including  
Roadside stns.)  
Russa Road CBO  
Kidderpore CBO

30

20  
20  
5

3. Up Howrah- 2-tier Madras Mail (Howrah-Madras)	24 berths 56 seats				
			<i>Berths</i>	<i>Berths</i>	
			Esplanade Mansions . . . . .	Esplanade Mansions . . . . .	18
			Misc. quota (including Roadside stns.) . . . . .	Misc. quota (including Roadside stns.) . . . . .	6
			<i>Seats</i>	<i>Seats</i>	
			Howrah . . . . .	Howrah . . . . .	35
			Misc. quota (including Roadside stns.) . . . . .	Misc. quota (including Roadside stns.) . . . . .	13
				Cornwallis St. CBO . . . . .	4
				Burrabazar CBO . . . . .	4
37 Up Howrah- 3-tier Madras Exp. (Howrah-Madras)	54 berths				
			<i>Berths</i>	<i>Berths</i>	
			Esplanade Mansions . . . . .	Esplanade Mansions . . . . .	20
			Misc. quota (including Roadside stns.) . . . . .	Misc. quota (including Roadside stns.) . . . . .	22
			Russa Road CBO . . . . .	Russa Road CBO . . . . .	10
				Kidderpore CBO . . . . .	2
Do. 2-tier (Howrah-Madras)	24 berths 56 seats				
			<i>Berths</i>	<i>Berths</i>	
			Esplanade Mansions . . . . .	Esplanade Mansions . . . . .	18
			Misc. quota (including Roadside stns.) . . . . .	Misc. quota (including Roadside stns.) . . . . .	6

	<i>Seats</i>
Howrah	48
Misc. quota (including Roadside stns.)	8
Burrabazar CBO	5
Cornwallis St. CBO	5

	<i>Berths</i>
Esplanade Mansions	22
Misc. quota (including Roadside stns.)	6
Russa Road CBO	2
Kidderpore CBO	2

	<i>Seats</i>
Howrah	48
Misc. quota (including Roadside stns.)	8

	<i>Berths</i>
Esplanade Mansions	22
Misc. quota (including Roadside stns.)	6

	<i>Seats</i>
Howrah	40
Russa Road CBO	2
Kidderpore CBO	2

	<i>Seats</i>
Esplanade Mansions	69
Burrabazar CBO	3
Cornwallis St. CBO	3
Kidderpore CBO	3
Russa Road	3
Misc. quota (including Roadside stns.)	6

37 Up Howrah-Partial 3-tier (Howrah-Vijayawada) 32 berths  
Madras Exp. 40 seats

8 Up Howrah-3-tier (Howrah-Puri) 75 berths  
Puri Exp.

	<i>Seats</i>
Howrah	40

	<i>Seats</i>
Esplanade Mansions	69
Misc. quota (including Roadside stns.)	6

	1	2	3	4	5
8. Up Howrah- 2-tier Puri Exp. (Howrah-Puri)			24 berths 56 seats	<i>Berths</i> Esplanade Mansions . . . Misc. quota (including Roadside stns.) . . .	<i>Berths</i> Esplanade Mansions . . . Misc. quota (including Roadside stns.) . . .
				<i>Seats</i>	<i>Seats</i>
				Howrah . . .	Howrah . . .
					Burrabazar CBO . . .
					Cornwallis St. CBO . . .
					Kidderpore CBO . . .
					Russa Road CBO . . .
					18
					6
					56
					48
					2
					2
					2
					2

## APPENDIX II

(Vide reply to recommendation S. No. 65 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. TCIII/3132/66/Estimates Committee/SER/65

New Delhi, dated 6-5-66

The General Manager  
S.E. Railway,  
Calcutta.

**SUBJECT:** *Maintenance of Court Cases statistics.*

A copy each of paragraph 101 and recommendation No. 65 of the 91st Report of the Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—South Eastern Railway are enclosed.

2. The Board desire that record should be kept of the cases in which the court reverse the decision of the railway administration and such cases be carefully reviewed to see whether the court's judgment went against the Railway because its decision was not judicious or because the conduct of the case in the court was not well informed and effective enough and in either case, to take suitable remedial action.

3. Receipt of this letter may be acknowledged.

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

No. TCIII/3132/66/Estimates Committee/S.E.R./65

New Delhi, dated 6-5-66

Copy, together with a copy of paragraph 101 and recommendation No. 65 of the 91st Report of the Estimates Committee (3rd Lok



Sabha) on the Ministry of Railways—South Eastern Railway forwarded to the General Managers, all Indian Railways, except S.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 III

(Vide reply to recommendation Serial No. 73 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 66-TGIII/600/56/E.C.

New Delhi, dt. 10-6-66

The General Manager,  
South Eastern Railway,  
Calcutta.

*SUB:—Catering-Contract-cum-departmental—Wearing by bearers/  
waiters of metal badges with serial numbers.*

An extract from the 91st Report of the Estimates Committee (3rd Lok Sabha) is reproduced below:—

*Recommendation No. 73.*

“The Committee would suggest that the South Eastern Railway administration should ensure that the instructions regarding use of badges by the catering bearers are strictly enforced.”

2. The recommendation has been accepted by the Government. In this connection your attention is also invited to Board's letter No. 65-TGIII/635 dated 24.6.65. The Board may be advised of the action being taken in the matter after one month.

3. Please acknowledge receipt of this letter.

Sd/- K. PARAMESHWARAN.

Asstt. Director, Traffic (C),  
Railway Board.

## APPENDIX IV

(Vide reply to recommendation Serial No. 40 in Chapter III)

*Statement showing some important stations where feeders bus service do not touch the Rail-heads.*

Name of stations	Distance of town bus-stand from the Railway station.
1. Baripada	2 Kms.
2. Midnapore . . . . .	2 "
3. Raipur . . . . .	3 "
4. Drug . . . . .	3 "
5. Dhamtari . . . . .	4 "
6. Sahdol . . . . .	4 "
7. Bilaspur . . . . .	4 "
8. Balaghat . . . . .	1.6 "
9. Srikakulam . . . . .	15 "
10. Berhampur . . . . .	4.5 "
11. Chatrapur . . . . .	2 "
12. Garh Dhenkanal . . . . .	3 "
13. Puri . . . . .	2 "
14. Bankura . . . . .	4.5 "
15. Ranchi . . . . .	3 "
16. Purulia . . . . .	1 "
17. Adra . . . . .	0.5 "
18. Tirora . . . . .	1.6 "
19. Amgaon . . . . .	1.6 "

## APPENDIX V

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

1.	Total number of recommendations . . . . .	91
2.	Recommendations that have been accepted by Government ( <i>Vide</i> Recommendations Nos. 1 to 3, 5 to 8, 10 to 17, 19 to 20, 22 to 23, 25 to 37, 39, 41 to 50, 52 to 65, 67, 69 to 73 and 75 to 91) . . . . .	
	Number . . . . .	80
	Percentage to total . . . . .	87.91%
3.	Recommendations which the Committee do not desire to pursue in view of Government's reply ( <i>Vide</i> Recommendations Nos. 4, 9, 21, 24, 38, 40, 51, 66, 68 and 74) . . . . .	
	Number . . . . .	10
	Percentage to total . . . . .	10.99%
4.	Recommendations in respect of which reply of Government has not been accepted by the Committee ( <i>Vide</i> Recommendations No. 18) . . . . .	
	Number . . . . .	1
	Percentage to total . . . . .	1.10%