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# STANDING COMMITTEE ON RAILWAYS (2001)

THIRTEENTH LOK SABHA

## MINISTRY OF RAILWAYS

(RAILWAY BOARD)

## MODERNISATION AND CAPACITY UTILISATION OF WORKSHOPS IN INDIAN RAILWAYS

*[Action Taken by the Government on Recommendations/Observations contained in the 14th Report of Standing Committee on Railways (1997-98) on 'Modernisation and Capacity Utilisation of Workshops in Indian Railways']*

# THIRD REPORT


LOK SABHA SECRETARIAT
NEW DELHI

*January, 2001/Magha, 1922 (Saka)*

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*Presented to Lok Sabha on.....*

*Laid in Rajya Sabha on.....*




LOK SABHA SECRETARIAT
NEW DELHI
*January, 2001/Magha, 1922 (Saka)*

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(1999-2000)

Shri K. Yerrannaidu — *Chairman*

MEMBERS

*Lok Sabha*

2. Dr. (Smt.) Anita Arya
3. Shri Avtar Singh Bhadana
4. Shri M. Chinnasamy
5. Shrimati Santosh Choudhary
6. Shri Priya Ranjan Dasmunsi
7. Shri P.D. Elangovan
8. Shri Manikrao Hodlya Gavit
9. Shri Tarun Gogoi
10. Shri Moinul Hassan
11. Dr. Madan Prasad Jaiswal
12. Shrimati Abha Mahato
13. Shri Sadashivrao Mandlik
14. Shri Subodh Mohite
15. Shri Salkhan Murmu
16. Shri Jaibhan Singh Pawaiya
17. Shri Sohan Potai
18. Shri Naval Kishore Rai
19. Shri Gunipati Ramaiah
20. Shri Prabhat Kumar Samantaray
21. Shrimati Sushila Saroj
22. Dr. Nitish Sengupta
23. Shri Bahadur Singh
24. Shri Brij Bhushan Sharan Singh
25. Capt. (Retd.) Inder Singh

26. Shri Jai Bhadra Singh
27. Shri Rajo Singh
28. Shri Bhupendra Sinh Solanki
29. Shri A.K.S. Vijayan
30. Shri Jagdambi Prasad Yadav

*Rajya Sabha*

*31. Shri Bhagatram Manhar
32. Shri Jhumuk Lal Bhendia
33. Shri Banarsi Das Gupta
**34. Shri Raju Parmar
35. Shri Gopalsinh G. Solanki
***36. Vacant
37. Dr. (Smt.) Chandra Kala Pandey
38. Shri Maulana Obaidullah Khan Azmi
39. Shri S. Niraikulathan
40. Shri G.K. Moopanar
41. Shri Anil Sharma
42. Shri Barjinder Singh Hamdard
43. Shri Abani Roy
****44. Dr. D. Venkateshwar Rao
*****45. Shri Ramachandraiah Rumandla

SECRETARIAT

1. Shri M. Rajgopalan Nair — *Joint Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri S.N. Dargan — *Under Secretary*
4. Shri O.P. Shokeen — *Committee Officer*

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* Nominated w.e.f 5.5.2000 vice Shri Radhakishan Malaviya vide RSS Bulletin Part-II dated 5.5.2000.
** Re-nominated w.e.f 5.5.2000 vide. RSS Bulletin Part-II dated 5.5.2000.
*** Due to death of Chaudhary Chunni Lal, MP on 3.12.2000.
**** Nominated vide RSS Bulletin Part-II dated 18.1.2000.
***** Nominated vide RSS Bulletin Part-II dated 29.2.2000.

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## INTRODUCTION

I, the Chairman of Standing Committee on Railways (2001) having been authorised by the Committee to present the Report on their behalf present this Third Report of the Standing Committee on Railways (1999-2000) on Action Taken by the Government on the recommendations/ observations contained in the Fourteenth Report of the Standing Committee on Railways (1997-98) on 'Modernization and Capacity Utilization of Workshops in Indian Railways'.

2. The Fourteenth Report was presented to Lok Sabha on 2nd December, 1997 and it contained 15 recommendations/observations. The Ministry of Railways furnished their Action Taken Replies on all the recommendations/observations on 8th May and 31st July, 1998 and 29th April, 1999.

3. The Standing Committee on Railways (1999-2000) considered these action taken replies alongwith draft Action Taken Report on 30th May and 7th July, 2000 and decided to take oral evidence of the representatives of the Ministry of Railways before finalisation of the Action Taken Report. They took oral evidence of the representatives of the Ministry on 12th September, 2000. Thereafter the Ministry also furnished their revised/updated replies relating to the recommendations contained in paragraph Nos. 45, 46, 48, 49, 50 51, 52, 53, 54 and 56 on 26th September, 2000.

4. The Report was considered and adopted by the Committee at their sitting held 23rd January, 2001. The Committee wish to express their thanks to the representatives of the Ministry of Railways for appearing before the Committee and placing the facts before them.

5. An analysis of the action taken by the Government on the recommendations/observations contained in the 14th Report of the Standing Committee on Railways (1997-98) (Eleventh Lok Sabha) is given in Appendix III.

NEW DELHI;
24 *January*, 2000
4 *Magha*, 1922 *(Saka)*

K. YERRANNAIDU,
*Chairman*,
*Standing Committee on Railways.*

REPORT

## CHAPTER I

This Report of the Committee deals with Action Taken by the Government on the recommendations and observations contained in the Fourteenth Report of the Standing Committee on Railways (1997-98) on 'Modernisation and Capacity Utilisation of Workshops in Indian Railways'. The Report was presented to Lok Sabha on 2nd December, 1997 and it contained 15 recommendations/observations.

2. The Action Taken notes have been received from the Government in respect of all the 15 recommendations/observatioins. These have been broadly categorised as follows:—

(i) Recommendations/observations which have been accepted by the Government:—

Para Nos. 43, 47, 55.

(ii) Recommendations/observations which the Committee do not desire to pursue in view of the replies of the Government:—

Para Nos. 44 & 57

(iii) Recommendations/observations in respect of which replies of Government have not been accepted by the Committee and which require reiteration:—

Para Nos. 45 & 54

(iv) Recommendations/observations in respect of which final replies are still awaited:—

Para Nos. 46, 48, 49, 50, 51, 52, 53 & 56

**3. The Committee desire that final replies in respect of the recommendations for which only interim replies have been given by the Government should be furnished to them expeditiously.**

4. The Committee will now deal with Action Taken by the Government on some of the recommendations/observations.

**Modernisation of Workshops Undertaken Without Proper Study**

5. The Committee had, in paragraph 45 of their Report, found that there had been huge cost and time overruns during implementation of Phase-I and Phase-II modernisation projects of Railway workshops. Even during implementation of Phase-III modernisation project of 12 Railway Workshops, modernisation of workshops at Jamalpur, Perambur, Jhansi, Kota and Alambagh, which was earlier sanctioned in the year 1989-90, 1990-91 and 1992-93 was reviewed and approved at the reduced cost in the year 1995-96. The Committee had expressed their concern over the ad-hocism and half hearted approach of the Ministry of Railways in finalizing the modernisation projects of their workshops without proper in-depth study, perspective planning and even without anticipating their distinct near future requirements. The Committee had also desired to have the full details of the expenditure incurred on the modernisation of the above five workshops from 1989-90/1990-91/1992-93 to 1995-96 and to fix the responsibility for reducing the allocations for modernisation and for not spending the amount in full.

6. The Ministry of Railways have, in their Action Taken Note dated 8.5.1998, stated as under:—

"The cost/expenditure details of the five workshops *viz.* Jamalpur, Perambur, Jhansi, Kota and Alambagh are as under:—

Figs. in crores of Rs.

| Workshop | Year of sanction | | Cost | | Expn. upto 1995-96 |
|---|---|---|---|---|---|
| | Orgl. | Revised | Orgl. | Revised | |
| Jamalpur | 1989-90 | 1995-96 | 64.74 | 49.63 | 0.01 |
| Perambur | 1989-90 | 1995-96 | 56.03 | 9.89 | 1.57 |
| Jhansi | 1990-91 | 1995-96 | 29.91 | 9.77 | 0.21 |
| Kota | 1990-91 | 1995-96 | 27.44 | 7.34 | Nil |
| Alambagh | 1992-93 | 1995-96 | 21.81 | 6.85 | Nil |
| | | | 199.93 | 43.48 | 1.79 |

Due to the large scale gauge conversion from MG to BG, which was planned in 1990-91 onwards, some of the existing MG workshops were converted to undertake the BG workload thereby making use of the available infrastructural facilities to maintain BG Rolling Stock. In view of this changed scenario a global view of existing workshop capacity was undertaken and was finalised in late 1994-95. The scope of modernisation works earlier planned for these five workshops was curtailed by deleting the capacity augmentation components as conversion of the MG workshops to BG was considered to be more cost effective option. The staff available in these MG workshops was also moreover to be gainfully employed. It was only after finalisation of the global review that the scope of work in these 5 workshops was curtailed as per requirement, reducing the cost of these works."

7. Submitting their revised/updated reply dated 26.9.2000, the Ministry of Railways have stated as under:—

"Considerable amount of planning does go into various proposals be it modernization or other workshop projects taking into consideration relevant prevailing at the time of formulation of project proposals. Due to large scale gauge conversion from MG to BG, subsequently due to sanctions of unigauge projects in 8th Five Year Plan, the strategy had undergone certain changes and some of the existing MG workshops were converted to undertake the BG workload thereby making use of the available infrastructural facilities and manpower to maintain BG Rolling Stock. In view of this changed scenario a global view of existing workshop capacity was undertaken and was finalized in late 1994-95. The scope of modernization works earlier planned for these five workshops was curtailed by deleting the capacity augmentation components as conversion of the MG workshops to BG was considered to be the more cost effective option. The staff available in these MG workshops was also moreover to be gainfully employed. It was only after finalisation of the global review that the scope of work in these five workshops was curtailed as per requirement, reducing the cost of these works.

The status, the cost/expenditure and other details of the five workshops *viz.* Jamalpur, Perambur, Jhansi, Kota and Alambagh, are as under:

Figures in Crores of Rs.

| | Workshop Original Year of sanction | Cost Orgl. (1989-90) | Cost Revised (1995-96) | Expd. Upto 31.3.000 | Outlay 2000-01 | Targetted date of completion |
|---|---|---|---|---|---|---|
| Jamalpur | 1989-90 | 64.74 | 9.63 | 9.24 | 0.39 | March, 2001 |
| Perambur | 1989-90 | 56.03 | 9.93 | 9.89 | — | Completed-March, 2000 |
| Jhansi | 1990-91 | 29.91 | 9.77 | 9.77 | — | Completed-Feb, 2000 |
| Kota | 1990-91 | 27.44 | 8.05 | 8.0 | — | Completed-March, 2000 |
| Alambagh | 1992-93 | 21.81 | 8.32 | 7.67 | 0.65 | March, 2001 |

As a result of inputs of Machinery, Plants and augmentation of the infrastructure under modernization programme there has been considerable improvement in all the five shops as is evident from details given in Appendix-I.

**8. From the reply furnished by the Ministry of Railways, the Committee find that original sanctioned amount of Rs. 199.93 crore for modernization of workshops at Jamalpur, Perambur, Jhansi, Kota and Alambagh was revised to Rs. 43.48 crore in 1995-96. The total expenditure incurred by the Ministry of Railways up to 1995-96 in respect of 3 workshops was Rs. 1.79 crore. The Committee express their serious concern over this wasteful expenditure and desire that the responsibility should be fixed for improper planning for modernization of these Workshops particularly in the face of the fact that the large scale gauge conversion programme was planned in 1990-91 itself.**

**Proper & Intensive Study by COFMOW**

9. The Committee in paragraph 46 of their Report, had laid emphasis on the significance of workstation layouts, machinery and plant layouts, work process effectiveness, availability of proper tools, fixtures and material handling system for optimisation and improvement in quality of POH, repair cycle time and productivity of the workshops and had, therefore, recommended that a proper and

intensive study by the specialised Agencies/Institutions in the relevant fields in consultation with the Central Organisation for Modernisation of Workshops be conducted at the earliest in order to effect further improvement in the working of the workshops.

10. The Ministry of Railways in their Action Taken note dated 8.5.1998 have stated as under:—

"COFMOW is already undertaking such study and has circulated reports having details of model layout and other standard facilities for maintenance activities related to roller bearing, air break, water tank of coaches and High Tensile draft gear fitted on freight stock to the Railways for guidance and follow up action for creating balancing facilities as per the requirement. Some more studies are in hand to cover critical areas."

11. The Ministry of Railways also submitted their revised/updated reply dated 26.9.2000 as under:

"COFMOW has already undertaken such studies and these reports have been circulated to the workshops. These reports contain details of model layout and other standard facilities for maintenance activities. The reports are on roller bearing and air brake equipment maintenance, repairs to water tank of coaches and maintenance of high tensile draft gear apart from anti-vibration mounts for machine tools and energy conservation at Kota workshop. These are in various stages of implementation. Particularly in respect of roller bearing maintenance, steps taken have resulted in reduction of enroute coach detachments on account of roller bearing failures from 109 cases in 1995-96 to 56 in 1999-2000.

Some more studies like maintenance of CNC machines in workshops and train lighting maintenance are in hand to cover these critical areas".

**12. The Committee desire that the copies of the Reports of the COFMOW circulated to the workshops should be sent to them. They also desire to know the follow-up action taken by the workshops for creating balancing and other facilities as per their requirements. Outcome of further studies covering critical areas should also be furnished to Committee without any delay.**

**Pathetic working Conditions**

13. The Committee, in paragraph 48 of their Report, had observed that working conditions in some of the workshops were very pathetic and hazardous to the health of the workers. They had, therefore, strongly recommended that conscientious efforts must be made to improve the prevalent conditions in these workshops.

14. The Ministry of Railways in their Action Taken reply dated 8.5.1998 have stated:—

> "Zonal Railways have been directed to review the existing working conditions in workshops and take effective steps to remove the deficiencies in a planned manner."

**15. The Committee desire to know whether the Zonal Railways have undertaken the review of the existing working conditions in the workshops in pursuance of the directions given by the Ministry of Railways and if so, outcome of the review and follow-up action taken to remove deficiencies/upgrade the working conditions should be intimated to them expeditiously.**

**Augmentation of Infrastructural Facilities**

16. The Committee, in paragraph No. 49 of their Report, had stressed the need for revamping or augmenting the existing infrastructural facilities in the workshops. They had in some cases also desired to explore seriously the creation of new facilities so that smoke emission and sewage discharge standards could conform to new environmental requirements.

17. The Ministry of Railways in their Action Taken reply dated 8.5.1998 have stated:—

"Workshops have been directed to take steps to create/improve the existing infrastructural facilities so that smoke/effluent discharge conforms to new environmental requirements."

**18. The Committee desire to know the specific follow-up action taken by the workshops, in pursuance of the directions issued by the Ministry of Railways, for creation of additional facilities/ improvement in the existing infrastructural facilities for maintaining conformity of smoke emission and sewage discharge standards to new environmental requirement. The total amount spent so far on creation of these facilities should be intimated to the Committee within 3 months.**

**Updated Cost Accounting System**

19. The Committee, in paragraph 50 of their Report, had desired that a new or up-dated cost accounting system for repairs of rolling stock undertaken in workshops should be introduced so that the cost of products could be maintained more accurately. It would also provide the required feedback for taking corrective steps. At the same time the Committee had also emphasised undertaking of periodic quality audits in order to improve quality during manufacturing and repairing operations.

20. The Ministry of Railways in their Action Taken reply dated 8.5.1998 have stated:

"A PC based costing system for diesel/electric locos, developed by RITES, has been implemented in POH shops. Similarly, a computerized costing system for coaches developed by Indo-German Project in association with M/s TCS (Tata Consultancy Services) is being introduced on pilot basis in two shops, *i.e.* Lower Parel Workshop of Western Railway and Matunga Workshop of Central Railway. On successful implementation, it is planned to extend this costing system to other workshops undertaking coach POH and also wagon POH.

RDSO is carrying out quality audit of major maintenance activities of workshops and circulating reports to the Railways. Workshops have taken effective steps to rectify the deficiencies noticed during audit in time-bound manner."

21. The Ministry of Railways also submitted their revised/updated reply dated 26.9.2000 as under:—

"Conscious of quality and environment, Railway Board have advised its Production Units and Workshops to develop and implement the quality management system as per the requirements of ISO: 9001/9002 standards. Further, they have been advised to identify, develop and implement Environment Management system laying emphasis on workshop environment.

10 of the Workshops have already achieved ISO: 9001/9002 certification.

Railway Workshops, on being directed to review the existing working conditions and to prevent pollution, have taken several measures in this regard. Some of the measures taken by various workshops are as under:—

(1) Trappers at the outlet of drains have been renovated to trap oil and grease.

(2) Separate bins have been provided for disposal of waste, jute soaked with oil etc.

(3) Sedimentation tanks have been provided.

(4) Exhaust fans and Chimneys of specified height with ladder and platform have been provided for furnaces in sections like tinsmith, blacksmith, heat treatment and spring manufacturing.

(5) Replace furnaces where required.

(6) Provide effluent treatment plant.

(7) Reflooring of working area.

(8) Improvement in the illumination.

(9) Replace furnaces where required.

(10) Re-cycling of waste water to conserve water.

(11) Tree plantation/garden development.

The performance and progress in connection with the above is regularly being monitored by Chief Mechanical Engineers and Chief Workshop Engineers."

**22. The Committee find that a computerised costing system for coaches developed by Indo-German Project in association with M/s Tata Consultancy Services is being introduced on pilot basis in Lower Parel Workshop of Western Railway and Matunga Workshop of Central Railway. The Committee desire to know about the progress made in this regard and their future planning for extension of the costing system to other workshops.**

**The serious deficiencies noticed during Audit by RDSO should be brought to the notice of the Committee along with action taken by the respective workshops.**

**Vacancies in Workshops**

23. The Committee had, in paragraph 54 of their report, found that there were hundreds of vacancies in different categories in almost all the workshops, particularly in Parel, Matunga, Jhansi, Kanchrapara, Jamalpur, Liluah, Jagadhari, Alambagh, Charbagh, Amritsar, Jodhpur, Gorakhpur, Izat-nagar, New Bongaigaon, Perambur (C&W), Golden Rock, Lalaguda, Hubli, Kharagpur, Raipur, Lower Parel & Mahalaxmi, Dahod and Ajmer workshops. As the grade-wise and category-wise position of vacancies available in various workshops, as desired by the Committee, was not furnished by the Ministry, the Committee could not analyse and assess the impact of these vacancies on the functioning of the workshops. The Committee had, therefore, desired to know the basic reasons, workshop-wise as to why and how vacancies in such a large number had occurred. The Committee had also desired that the number of vacancies in Technical/Mechanical grades; the date since when these vacancies were lying unfilled and the steps taken to fill up these vacancies, etc. be intimated to them.

24. The Ministry of Railways in their Action Taken Note dated 8.5.1998 have stated as under:—

"Vacancies arise mainly due to promotions, resignations, retirements, deaths, staff opting to advance in other categories/deptts. as per avenues provided and so on. Vacancies are filled up by promotion of staff in feeder grades, through open market recruitment, through Limited Departmental Competitive Examination from amongst serving employees, etc. The arising and filling up of vacancies commensurate with the workload, is a continuous process.

Due to phasing out of steam traction and other technological upgradation, the workload of a large number of workshops has changed. Therefore, a review is done before open market recruitment is resorted to. However, the Zonal Railways ensure that the work does not suffer for want of manpower.

25. The details of sanctioned strength and vacancies of Supervisors, Artisans and Group 'D' categories in the various Railways, workshop-wise, are given in Appendix-II.

26. Submitting their revised/updated reply dated 26.9.2000, the Ministry of Railways have stated as under:—

> "With the increase in hourly incentive rates and reduction in allowed timings *w.e.f.* 1.9.1999 and consequent improvement in the productivity levels on workshops, the requirement of manpower has reduced. This has generated a sizeable number of surplus posts. The staff rendered surplus would, to the extent feasible, be adjusted against the requirement in other areas in the workshops after rationalizing/balancing the workload of the workshops, after which they would be re-deployed elsewhere. The process of review of the revised manpower requirement is, however, still in progress and with the cadre stabilized thereafter, the exact position of vacancies and surpluses in different categories of staff in all the workshops will emerge by March 2001."

**27. The Committee note that the reply given by the Ministry of Railways are not specific to the points raised by them and are ambiguous and too general. The Committee are fully aware that vacancies arise due to promotions, resignations, retirements, deaths, etc. However, they wanted to know the specific reasons for accumulating such a large number of vacancies in different workshops. The Committee are perturbed to note that more than 32 to 78% posts in the grade of Supervisor have been lying unfilled in some of the workshops, namely, 43.3% in Jodhpur; 46% in Samastipur, 78.5% in Sabarmati (S&T); 32.8% Sabarmati (Engg.). Similarly, in Group-D category, vacancies have been 54.1% in Charbagh; 47.8% in Amritsar; 72% in Jodhpur; 68.5% in Bikaner; 78.7% in Sabarmati; 37.4% in New Bongaigaon; 47.3% in Podanur; 49.5% in Lalaguda; 64% in Hubli; 48.9% in Kharagpur and 42.5% in Bhavnagar. It is disturbing to the Committee that there has been a large number of undeployed surplus workers due to phasing out of steam engines etc. on the one hand and on the other there are a large number of vacancies in these workshops. Therefore, the action plan of the Ministry of Railways to fill up these vacancies in these workshops or otherwise should be intimated to them.**

**The Committee are also surprised to note that the information regarding sanctioned/actual strength and vacancies in various workshops is not maintained in the Ministry of Railways. The Committee fail to understand as to how the Railway Board has been providing effective administrative control over the functioning of these workshops in the absence of such a vital information. The Committee desire that the Ministry of Railways should maintain all the necessary information in this regard henceforth.**

## CHAPTER II

## RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

### Recommendation (Para No. 43)

The Railways have a crucial role to play in the sustained development of the economy by providing the transport infrastructure. The change in economic scenario and rapid acceleration in the pace of the nation's economic growth have confronted the Railways with the toughest challenge in their history. The Committee feel that the Railways would have to respond to the changing environment by making the necessary competitive adjustments to deal with the pressure of market forces in a liberalised economic environment not only in order to remain financially viable but also to be able to satisfy the growth of a vibrant economy. Under these circumstances modernisation, upgradation and expansion of the rail transport system and especially proper maintenance including preventive maintenance of their rolling stock becomes very vital and more so a necessity.

### Reply of the Government

Noted.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 31.7.98]

### Recommendation (Para No. 47)

The Committee during their study tours to some of the workshops have found that there is lot of scope for improvement in the internal working of these workshops. Keeping in view major changes in the technological field, the Committee feel that extension of computerisation coverage to all important workshops would be of much help in order to make further improvement in the major areas of the workshops internal working such as production planning and control, manpower and material planning and procurement, rolling stock maintenance, machinery and plant maintenance and management information system for getting optimum productivity.

**Reply of the Government**

At present, 14 workshops are having computer coverage. Work for upgradation of computer system existing in 14 workshops and extending the coverage to 17 additional workshops has already been sanctioned. Thus, 31 major workshops will be provided with computer systems in the coming years.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Recommendation (Para No. 55)**

The Committee feel so much concerned about the prevailing situation in the workshops that they have decided to form a Sub-Committee to study the working of these workshops.

**Reply of the Government**

Noted.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 31.7.98]

## CHAPTER III

## RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLIES

### Recommendation (Para No. 44)

The Committee note that at present the Indian Railways have 44 maintenance workshops engaged in maintenance of locomotives, carriages and wagons. Periodic overhauling (POH) of all kinds of locos, coaches, wagons, EMUs, DMUs, etc. at a specified periodicity is undertaken in these workshops. Some of these workshops are also manufacturing various components required for rolling stock maintenance in the field units.

The Committee also find that besides these maintenance workshops, there are some other type of workshops in the Railways such as Civil Engineering Workshops at Allahabad, Jhansi, etc.; Signalling Workshops at Podanur, Gorakhpur, Byculla, etc., and others at Sithouli, Pandu and Baghdogra. The Committee are concerned to note that the Ministry of Railways did not provide any information relating to the background and the activities of these workshops. The Committee desire that the complete details of these workshops including their targets and achievements (activity-wise) for the last three years should be furnished to them expeditiously.

### Reply of the Government

**Brief details of the Mechanical Workshops**

Rail Spring Karkhana is situated at Sithouli 11 kms. from Gwalior. The object of setting up of plant is to ensure supply of quality springs to Railways.

The project was sanctioned in 1987-88. Trial production started in Feb./March 1990 and the Karkhana was formally inaugurated on 25th April, 1990. The total sanctioned cost of setting up of the project

is Rs. 50.21 crores. Salient features are:

| | | |
|---|---|---|
| 1. | Total land area for the project | 22 Hact. |
| 2. | Shop covered area | 6400 sqm. |
| 3. | Administrative building | 1800 sqm. |
| 4. | Present quarters in colony | 50 Nos. |
| 5. | Existing target for double shift | 3000 MTs PA (*w.e.f.* Nov. '97) |

**The Plant**

The plant comprises of the two sheds of 160 x 40 meters each having two bays. There are ancilliary service buildings consisting of the main receiving station, unit sub-station, a full fledged CMT laboratory, medical unit, generator room, canteen, LPG storage installation, etc. Adjacent to the spring plant there is a staff colony comprising of houses for officers and staff consisting of 50 units.

**Outturn of the Pant**

The monthly outturn of the Plant since the trial production is enclosed. (Annexure-I).

There is no workshop at Pandu or Baghdogra anymore.

**Brief Details of the Signalling Workshops**

**1. Byculla Workshop, Central Railway**

Central Railway S&T Workshop was started in 1911 as Telegraph Workshop under the control of Transportation department as a repair shop for undertaking overhauling and repairs of the equipments and gradually it started manufacturing of several S&T equipments after it was placed under S&T department when formed.

In addition to repair and overhaul of signalling items this workshop manufactures electric signalling assemblies like block instruments, axle counter system, ground connection of electric point machines, colour light signal units and position light signals etc.

The production in terms of money value during the last three years is as given below:—

| Year | Production Achieved |
|---|---|
| 1994-95 | Rs. 5.30 Cr. |
| 1995-96 | Rs. 6.03 Cr. |
| 1996-97 | Rs. 6.48 Cr. |

**2. Podanur Workshop, Southern Railway**

This Workshop was set up in 1958 for manufacture and overhauling of mechanical and electro-mechanical signalling equipment. It has been gradually extended to take up production of various singalling items for Railway's requirements. The workshop now manufactures a range of electric signalling equipments like relays of various types, axle counters, electric point machines, push button tokenless block instruments, panels, electric signal machines etc.

The achievement in terms of production value for last three years is as follows:—

| Year | Production Achieved |
|---|---|
| 1994-95 | Rs. 10.75 Cr. |
| 1995-96 | Rs. 13.18 Cr. |
| 1996-97 | Rs. 14.09 Cr. |

**3. Signal Workshop Gorakhpur, NE Railway**

This workshop was stated in 1944 at Gorakhpur mainly for meeting the repair and overhauling requirement of NE Railway. The workshop was shifted to its present location in 1958. Gradually the workshop was extended to start production of signalling items. Now many signalling items like electric point machines, relays, Station Master's Slide instrument, apparatus case etc. are being manufactured in this workshop.

The production value for last three years for signalling items is as follows:—

| Year | Production Achieved |
|---|---|
| 1994-95 | Rs. 7.27 Cr. |
| 1995-96 | Rs. 7.25 Cr. |
| 1996-97 | Rs. 7.32 Cr. |

**4. Other Signal Workshops—Repair & Overhauling**

In addition to the above three major signal workshops there are following small signal workshops which are mainly or meeting the requirements of periodical overhauling and repair of signalling equipments like block instruments, lever frames, station master's control slide, etc. for the concerned Railway in which it is located. These workshops are:—

| | | |
|---|---|---|
| (i) NF Railway | — | Pandu Signal Workshop |
| (ii) SC Railway | — | Mettaguda Signal Workshop |
| (iii) W. Railway | — | Sabarmati Signal Workshop & Ajmer Signal Workshop |
| (iv) N. Railway | — | Ghaziabad Signal Workshop |
| (v) E. Railway | — | Howrah Signal Workshop |
| (vi) S.E. Railway | — | Kharagpur Signal Workshop |

**Brief details of the Engineering Workshops**

To cater the needs of All Indian Railways for various Engineering items being used by them *viz.* Bridge Girders of different spans, (open web, plate girders, welded plate girders), ROBs and FOBs, steel structures for platform covers and Channel Sleepers, slab for bridges, points and crossings, glued joints, welded rail panels etc., Bridge

Engineering Workshops have been established in each Railway as under:

| | | |
|---|---|---|
| Central Railway | — | Manmad |
| Northern Railway | — | Jallandhar, Charbagh (Lucknow) & CSP Dhilwan |
| N.E. Railway | — | Gorakhpur Cantt. |
| N.F. Railway | — | Bongaigaon |
| Southern Railway | — | Arrakonam |
| S.C. Railway | — | Lalluguda |
| S.E. Railway | — | Sini and Jharsuguda |
| Western Railway | — | Sabarmati |

In all there are 12 Engineering Workshops spread over 9 Zonal railways catering to the needs of items required by Engineering Deptt. not only of the railways where they are situated but also of adjacent railways. The activities of each Engineering Workshops is almost similar. However, according to the requirements of the railways some Workshops have developed special activities and are having the necessary infrastructure for them. For example the Engineering Workshops of Gorakhpur is also producing Prestressed concrete slabs of different sizes. Some Workshops manufacture glued joints as well as steel girders. They have their own production programmes. Targets are fixed for the each workshop for the items being manufactured by them, monthwise as well as Yearwise according to the requirement. These Workshops are helpful in getting items manufactured/produced for targeted works which are special in nature and may take long time for arranging the same from market.

To facilitate compilation of the data various items have been clubbed into the categories given below and data of total annual production has been shown in the statement enclosed (Annexure-II).

| S. No. | Permanent Way Items | Fabrication | Concrete Items | Flash Butt Welding | MISC. |
|---|---|---|---|---|---|
| 1. | GLUED JOINT | Plate Girders | RCC SLABs | Welding of 10-20 | (i) Items of signal |
| 2. | MACHINESHOP ITEMS | Open web girders | PSC SLABs | Rail panel for | deptt. |
| | ——— | FOB's girders | | track | (ii) Track |
| i. | Tie Bars | Steel structure | RCC Pipes | | machine |
| ii. | Points & crossings | *i.e.* Platform shelters, Micro wave Towers, Electric Mast etc. | | | items. |
| iii. | Switch Expansion Joints | | | | |
| 3. | FOUNDARY SHOP ITEMS | | | | |
| i. | Bearing Plate | | | | |
| 4. | BLACKSMITH SHOPS ITEMS CHANNEL | | | | |
| i. | Sleepers | | | | |
| ii. | Joggled Fish plate | | | | |
| iii. | Check Rails | | | | |

In addition these Workshops are well equipped with the infrastructure necessary to manufacture special steel items.

*ANNEXURE-I*

## RAIL SPRING KARKHANA

## PRODUCTION FIGURES (IN MTS)

| Month | 1989-90 | 1990-91 | 1991-92 | 1992-93 | 1993-94 | 1994-95 | 1995-96 | 1996-97 | 1997-98 |
|---|---|---|---|---|---|---|---|---|---|
| April | — | 65.54 | 112.00 | 135.61 | 152.033 | 151.049 | 143.424 | 126.391 | 170.021 |
| May | — | 85.06 | 22.25 | 153.66 | 161.616 | 90.332 | 140.013 | 128.064 | 170.017 |
| June | — | 51.97 | 3.77 | 120.86 | 155.651 | 151.125 | 110.015 | 28.591 | 170.026 |
| July | — | 64.43 | 83.54 | 115.76 | 162.02 | 150.532 | 71.095 | 115.163 | 170.009 |
| August | — | 61.18 | 112.71 | 152.57 | 155.021 | 150.050 | 130.086 | 171.030 | 171.303 |
| September | — | 71.56 | 107.21 | 151.49 | 154.564 | 150.955 | 148.683 | 171.041 | 198.000 |
| October | — | 45.11 | 150.14 | 145.93 | 160.197 | 147.400 | 121.158 | 171.107 | 113.461 |
| November | — | 71.79 | 140.66 | 145.21 | 152.698 | 68.234 | 100.039 | 151.810 | 198.004 |
| December | — | 96.36 | 134.21 | 60.30 | 155.905 | 102.305 | 84.201 | 170.091 | 185.133 |
| January | Factory started | 117.28 | 129.86 | 142.70 | 163.301 | 148.193 | 150.314 | 170.015 | 102.291 |
| February | — | 111.30 | 124.40 | 153.73 | 155.516 | 150.122 | 118.360 | 170.002 | 200.22 |
| March | 94.1 | 111.68 | 152.49 | 160.23 | 155.839 | 152.001 | 115.497 | 170.001 | |
| Total | 94.1 | 953.29 | 1273.24 | 1678.05 | 1784.361 | 1612.298 | 1432.885 | 1743.306 | |

*ANNEXURE-II*

## ACTIVITY-WISE PRODUCTION DATA FOR ENGINEERING WORKSHOPS

| Sl. No. | Activities Workshops | Years | Fabrication Items | | Concrete Items | | Permanent Way Items | | Flash Butt Welded Rails | | Misc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Target in (MT) | Achievement in (MT) | Target in (Cum) | Achievement in (Cum) | Target in (MT) | Achievement in (MT) | Target in (Nos.) | Achievement in (Nos.) | Target in (MT) | Achievement in (MT) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 1. | Gorakhpur | 1995-96 | 1500 | 1160 | 1440 | 1002 | — | — | — | — | — | — |
| | | 1996-97 | 1500 | 1017 | 1440 | 350 | — | — | — | — | — | — |
| | | 1997-98 | 1500 | 1021 | 1440 | 510 | — | — | — | — | — | — |
| 2. | Manmad | 1995-96 | 275 | 270.4 | — | — | 650 | 560.6 | — | — | — | — |
| | | 1996-97 | 275 | 234.4 | — | — | 650 | 565.5 | — | — | — | — |
| | | 1997-98 | 275 | 264.5 | — | — | 650 | 629.0 | — | — | — | — |
| 3. | Sabarmati | 1995-96 | 3000 | 2994 | — | — | — | — | — | — | — | — |
| | | 1996-97 | 3000 | 3200 | — | — | — | — | — | — | — | — |
| | | 1997-98 | 3000 | 2800 | — | — | — | — | — | — | — | — |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4. | Arakkonam | 1995-96 | 1881 | 1375 | — | — | 6614 | 5758 | 5000 | 36057 | 6.60 | 7.00 |
| | | 1996-97 | 1946 | 1613 | — | — | 7285 | 6437 | 5000 | 36874 | 3.50 | 10.00 |
| | | 1997-98 | 1761 | 1326 | — | — | 6267 | 5560 | 5000 | 44349 | 4.93 | 9.00 |
| 5. | Lallaguda | 1995-96 | 180 | 275.586 | — | — | 500 | 443.180 | 40000 | 37264 | — | — |
| | | 1996-97 | 180 | 291.441 | — | — | 500 | 360.500 | 38000 | 39620 | — | — |
| | | 1997-98 | 180 | 220.324 | — | — | 500 | 477.000 | 38000 | 24085 | — | — |
| 6. | Jullandhar | 1995-96 | 1300 | 1406 | 800 | 521 | 300 | 293 | — | — | — | — |
| | | 1996-97 | 1500 | 1559 | 550 | 594 | 1000 | 1396 | — | — | — | — |
| | | 1997-98 | 1400 | 1693 | 550 | 552 | 600 | 665 | — | — | — | — |
| 7. | Charbagh Lucknow | 1995-96 | 2200 | 2551 | — | — | 800 | 873 | — | — | — | — |
| | | 1996-97 | 1700 | 1858 | — | — | 800 | 891 | — | — | — | — |
| | | 1997-98 | 2000 | 2288 | — | — | 800 | 1300 | — | — | — | — |
| 8. | Dhilwan | 1995-96 | — | — | 1180 | 1204 | — | — | — | — | — | — |
| | | 1996-97 | — | — | 1300 | 1305 | — | — | — | — | — | — |
| | | 1996-98 | — | — | 1500 | 1536 | — | — | — | — | — | — |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9. | Bongaigaon | 1995-96 | 750 | 750 | 250 | 245 | — | — | — | — | — | — |
| | | 1996-97 | 600 | 530 | 200 | 190 | — | — | — | — | — | — |
| | | 1997-98 | 600 | 659 | 200 | 165 | — | — | — | — | — | — |
| 10. | Sini | 1995-96 | 500 | 460.10 | — | — | 2300 | 1594.90 | — | — | 630 | 564 |
| | | 1996-97 | 480 | 630.48 | — | — | 2350 | 1530.18 | — | — | 600 | 569 |
| | | 1997-98 | 430 | 609.05 | — | — | 1818 | 1898.73 | — | — | 540 | 522 |
| 11. | Jharsuguda | 1995-96 | — | — | — | — | — | — | 40000 | 38100 | — | — |
| | | 1996-97 | — | — | — | — | — | — | 45000 | 40410 | — | — |
| | | 1997-98 | — | — | — | — | — | — | 45000 | 32530 | | |
| 12. | Mughalsarai | 1995-96 | 2200 | 2187 | 450 | 448 | 1500 Nos | 1636 (Nos) | 35000 | 35806 | — | — |
| | | 1996-97 | 2200 | 1955 | 450 | 475 | 2500 (Nos) | 2473 (Nos.) | 40000 | 41176 | — | — |
| | | 1997-98 | 1500 | 1315 | 300 | 245 | 1500 (Nos) | 1409 (Nos) | 25000 | 25110 | — | — |

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 31.7.98]

**Recommendation (Para No. 57)**

The Committee during evidence in connection with examination of Demands for Grants of the Ministry of Railways for the year 1997-98 was informed by the Ministry that they had proposed to manufacture wagons at Jamalpur workshop and serious discussions were on at the Board level. However, the Committee find that presently only re-building of wagons is being done in the workshop. The Committee desire that the possibility of manufacturing new wagons at the Jamalpur workshop should be explored seriously.

**Reply of the Government**

It has been decided not to undertake manufacture of new wagons at Jamalpur workshop due to resource crunch and also due to availability of excess wagon manufacturing capacity in the country against the requirement.

However, it is proposed to undertake POH of BG wagons in Jamalpur workshop @ 400 FWUs/month during IX Plan period.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

## CHAPTER IV

## RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH REPLIES OF THE GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH REQUIRE REITERATION

### Recommendation (Para No. 45)

The Committee find that there have been huge cost and time overruns during the implementation of Phase-I and Phase-II modernisation projects of Railways workshops. Even during implementation of Phase-III modernisation project of 12 Railway workshops, modernisation of workshops at Jamalpur, Perambur, Jhansi, Kota and Alambagh, which was earlier sanctioned in the years 1989-90, 1990-91 and 1992-93 was reviewed and approved at the reduced cost in the year 1995-96. The Committee are constrained to take note of the ad-hocism and half-hearted approach of the Ministry of Railways in finalizing and implementing the modernisation projects of these workshops. The Committee cannot but conclude that the modernisation of these workshops was taken up without proper in-depth study, perspective planning and even without anticipating their distinct near future requirements. The Committee therefore desire to have the full details of the expenditure incurred on the modernisation of these five workshops during the period from 1989-90/1990-91/1992-93 till the modernisation was reviewed in 1995-96. The Committee also desire to fix the responsibility for reducing the allocations for modernisation and not spending the amount in full.

### Reply of the Government

The cost/expenditure details of the five workshops *viz.* Jamalpur, Perambur, Jhansi, Kota and Alambagh are as under:

Figs. in crores of Rs.

| Workshop | Year of sanction | | Cost | | Expn. |
|---|---|---|---|---|---|
| | Orgl. | Revsd. | Orgl. | Revsd | upto 95-96 |
| Jamalpur | 89-90 | 95-96 | 64.74 | 9.63 | 0.01 |
| Perambur | 89-90 | 95-96 | 56.03 | 9.89 | 1.57 |
| Jhansi | 90-91 | 95-96 | 29.91 | 9.77 | 0.21 |
| Kota | 90-91 | 95-96 | 27.44 | 7.34 | NIL |
| Alambagh | 92-93 | 95-96 | 21.81 | 6.85 | NIL |

Due to the large scale gauge conversion from MG to BG, which was planned 90-91 onwards, some of the existing MG workshops were converted to undertake the BG workload thereby making use of the available infrastructural facilities to maintain BG Rolling Stock. In view of this changed scenario a global view of existing workshop capacity was undertaken and was finalised in late 94-95. The scope of modernisation works earlier planned for these five workshops was curtailed by deleting the capacity augmentation components as conversion of the MG workshops to BG was considered to be the more cost effective option. The staff available in these MG workshops was also moreover to be gainfully employed. It was only after finalisation of the global review that the scope of work in these 5 workshops was curtailed as per requirement, reducing the cost of these works.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

Considerable amount of planning does go into various proposals be it modernisation or other workshop projects taking into consideration relevant factors prevailing at the time of formulation of project proposals. Due to large scale gauge conversion from MG to BG, subsequently due to sanctions of unigauge projects in 8th Five Year Plan, the strategy had undergone certain changes and some of the existing MG workshops were converted to undertke the BG workload thereby making use of the available infrastructural facilities and manpower to maintain BG Rolling Stock. In view of this changed scenario a global view of existing workshop capacity was undertaken and was finalised in late 94-95. The scope of modernisation works earlier planned for these five workshops ws curtailed by deleting the capacity augmentation components as conversion of the MG workshops to BG was considered to be the more cost effective option. The staff available in these MG workshops was also moreover to be gainfully employed. It was only after finalisation of the global review that the scope of work in these 5 workshops was curtailed as per requirement, reducing the cost of these works.

In so far as the status and the cost/expenditure of the five workshops *viz.* Jamalpur, Perambur, Jhansi, Kota and Alambagh, details are as under:

Figurs in Crores of Rs.

| Workshop | Original Year of sanction | Cost Orgl. (89-90) | Cost Revsd. (95-96) | Expd. Upto 31.3.2000 | Outlay 2000-2001 | Targetted date of completion |
|---|---|---|---|---|---|---|
| Jamalpur | 89-90 | 64.74 | 9.63 | 9.24 | 0.39 | March, 2001 |
| Perambur | 89-90 | 56.03 | 9.93 | 9.89 | — | Completed (March, 2000) |
| Jhansi | 90-91 | 29.91 | 9.77 | 9.77 | — | Completed (Feb '2000) |
| Kota | 90-91 | 27.44 | 8.05 | 8.05 | — | Completed (March, 2000) |
| Alambagh | 92-93 | 21.81 | 8.32 | 7.67 | 0.65 | March, 2001 |

As a result of inputs of Machinery, Plants and augmentation of the infrastructure under modernisation programme there has been considerable improvement in all the 5 shops as shown in Appendix-I.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraph 8 of the Report)

**Recommendation (Para No. 54)**

The Committee find that there are a number of vacancies running into hundreds in different categories in almost all the workshops, particularly in Parel, Matunga, Jhansi, Kanchrapara, Jamalpur, Liluah, Jagadhari, Alambagh, Charbagh, Amritsar, Jodhpur, Gorakhpur, Izatnagar, New Bongaigaon, Perambur (C&W), Golden Rock, Lalaguda, Hubli, Kharagpur, Raipur, Lower Parel & Mahalaxmi, Dahod and Ajmer workshops. As the grade-wise and category-wise position of vacancies available in various workshops, as desired by the Committee, was not furnished by the Ministry, the Committee have not been able to analyse

and assess the impact of these vacancies on the functioning of the workshops. The Committee desire to know the basic reasons workshop-wise as to why and how vacancies in such a large number have occurred. The number of vancancies in Technical/Mechanical grades; the date since when these vacancies have been lying unfilled and the steps taken to fill up these vacancies, etc. should also be intimated to the Committee at the earliest.

**Reply of the Government**

Vacancies arise mainly due to promotions, resignation, retirement, death, staff opting to advance in other categories/deptts. as per avenues provided and so on. Vacancies are filled up by promotion of staff in feeder grades, through open market recruitment, through Limited Departmental Competitive Exam. from amongst serving employees, etc. The arising and filling up of vacancies commensurate with the workload, is a continuous process.

Due to phasing out of steam traction and other technological upgradation, the workload of a large number of workshops has changed. Therefore, a review is done before open market recruitment is resorted to. However, the Zonal Railways ensure that the work does not suffer for want of manpower.

As regards the details of sanctioned strength and vacancies, grade-wise and category-wise in the various workshops, the same is not being maintained centrally in Board's office. These are being collected and will be submitted as soon as ready.

[M/● Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Subsequent Reply of the Government**

Details of sanctioned strength and vacancies of Supervisors, Artisans and Group 'D' categories in the Railways, Workshops are given in Appendix-II.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 29.4.99]

**Revised/Updated Reply of the Government**

With the increase in hourly incentive rates and reduction in allowed timings *w.e.f.* 1.9.1999 and consequent improvement in the productivity levels in workshops, the requirement of manpower has reduced. This has generated a sizeable number of surplus posts. The staff rendered surplus would, to the extent feasible, be adjusted against the requirement in other areas in the workshops after rationalizing/ balancing the workload of the workshops, after which they would be re-deployed elsewhere. The process of review of the revised manpower requirement is, however, still in progress and with the cadre stabilized thereafter, the exact position of vacancies and surpluses in different categories of staff in all the workshops will emerge by March 2001.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraph 27 of the Report)

## CHAPTER V

## RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLY OF THE GOVERNMENT ARE STILL AWAITED

**Recommendation (Para No. 46)**

The workstation layouts, machinery and plant layouts, work process effectiveness, availability of proper tools, fixtures and material handling system play a very significant role for optimisation and improvement in quality of POH, repair cycle time and productivity of the workshops. The Committee therefore recommend that a proper and intensive study by the specialised Agencies/Institutions in the relevant fields in consultation with the Central Organisation for Modernisation of Workshops should be conducted at the earliest in order to effect further improvement in the working of the workshops.

**Reply of the Government**

COFMOW is already undertaking such study and has circulated reports having details of model layout and other standard facilities for maintenance activities related to roller bearing, air brake, water tank of coaches and High Tensile draft gear fitted on freight stock to the Railways for guidance and follow up action for creating balancing facilities as per the requirement. Some more studies are in hand to cover critical areas.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19, dated 8.5.98]

**Revised/Updated Reply of the Government**

COFMOW has already undertaken such studies and these reports have been circulated to the workshops. These reports contain details of model layout and other standard facilities for maintenance activities. The reports are on roller bearing and air brake equipment maintenance, repairs to water tank of coaches and maintenance of high tensile draft gear apart from anti-vibration mounts for machine tools and energy conservation at Kota workshop. These are in various stages of implementation. Particularly in respect of roller bearing maintenance, steps taken have resulted in reduction of enroute coach detachments on account of roller bearing failures from 109 cases in 95-96 to 56 in 99-00. Some more studies like maintenance of CNC machines in workshops and train lighting maintenance are in hand to cover these critical areas.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7, dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraphs 3 & 12 of the Report)

**Recommendation (Para No. 48)**

The Committee have also found that working conditions in some of the workshops are very pathetic and hazardous to the health of the workers. The Committee strongly recommend that conscientious efforts be made to improve the prevalent conditions.

**Reply of the Government**

Zonal Railways have been directed to review the existing working conditions in workshops and take effective steps to remove the deficiencies in a planned manner.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

The reply to the Paragraph Nos. 48 & 49 has been clubbed together as the observations in these two paras are closely interrelated and somewhat overlapping.

Conscious of quality and environment, Railway Board have advised its Production Units and Workshops to develop and implement the quality management system as per the requirements of ISO: 9001/9002 standards. Further, they have been advised to identify, develop and implement Environment Management System laying emphasis on workshop environment.

10 of the workshops have already achieved ISO:9001/9002 certification.

Railway workshops on being directed to review the existing working condition and to prevent pollution have taken several measures in this regard. Some of the measures taken by various workshops are as under:—

(1) Trappers at the outlet of drains have been renovated to trap oil and grease.

(2) Separate bins have been provided for disposal of waste, jute soaked with oil etc.

(3) Sedimentation tanks have been provided.

(4) Exhaust fans and Chimneys of specified height with ladder and platform have been provided for furnaces in Sections like tin smith, black smith, heat treatment and spring manufacturing.

(5) Replace furnaces where required.

(6) Provide effluent treatment plant.

(7) Reflooring of working area.

(8) Improvement in the illumination.

(9) Replace furnaces where required.

(10) Re-cycling of waste water to conserve water.

(11) Tree plantation/garden development.

The performance and progress in connection with the above is regularly being monitored by Chief Mech. Engineers and Chief Workshop Engineers. The aspects covered under Paras 48 & 49 above form part of the agenda for periodical meetings with Chief Mech. Engineers of Zonal Railways and Production Units.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraphs 3 & 15 of the Report)

**Recommendation (Para No. 49)**

The Committee are of the view that existing infrastructural facilities in the workshops need to be revamped or augmented. In some cases creation of new facilities should be considered seriously so that smoke emission and sewage discharge standards should conform to new environmental requirements.

**Reply of the Government**

Workshops have been directed to take steps to create/improve the existing infrastructural facilities so that smoke/effluent discharge conforms to new environmental requirements.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

Same reply as shown under Paragraph 48.

**Comments of the Committee**

(Please *see* Paragraphs 3 & 18 of the Report)

**Recommendation (Para No. 50)**

The Committee also desire that a new or updated cost counting system for repair of rolling stock undertaken in workshops should be introduced so that the cost of products are maintained more accurately. It would also provide the required feedback for taking corrective steps. At the same time, emphasis should also be given on periodic quality audits in order to improve quality during manufacturing and repair operations.

**Reply of the Government**

A PC based costing system for diesel/electric locos, developed by RITES, has been implemented in POH shops. Similarly, a computerised costing system for coaches developed by Indo-German Project in association with M/s TCS (Tata Consultancy Services) is being introduced on pilot basis in two shops, *i.e.* Lower Parel Workshop of Western Railway and Matunga Workshop of Central Railway. On successful implementation, it is planned to extend this costing system to other workshops undertaking coach POH and also wagon POH.

RDSO is carrying out quality audit of major maintenance activities of workshops and circulating reports to the Railways. Workshops have taken effective steps to rectify the deficiencies noticed during audit in time-bound manner.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

A PC based costing system for diesel/electric locos developed by RITES has been implemented in all BG loco POH shops.

Similarly, a computerised costing system for coaches developed by Indo-German Project in association with M/s TCS is being introduced on pilot basis in Lower Parel Workshop of Western Railway and Matunga Workshop of Central Railway. On successful implementation, it is planned to extend this costing system to other workshops undertaking coach POH and also wagon POH.

RDSO is carrying out quality audit of major maintenance activities of workshops and circulates reports to the Railways. The workshops have taken effective steps to rectify the deficiencies noticed during the audit in a time-bound manner which are being reported to Board regularly.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraphs 3 & 22 of the Report)

**Recommendation (Para No. 51)**

The Committee find that albeit there is a decline in the increased failures of coaches, diesel and electric locos and wagon detachments in the year 1995-96 compared to 1991-92, the figures relating to failures and deteachments for the year 1995-96 given by the Ministry of Railways are glaring. The Committee are of the considered opinion that induction of (i) new equipments for measuring, recording and analysing the wheelset parameters like profiles, dimensions, acoustics, etc.; (ii) other upgraded with the latest technology or new measuring systems for bearings; (iii) microprocessor based ultrasonic testing and recording machines; and (iv) spring and shock absorber testing machines for improving the effectiveness and reliability of the tests and providing easier analysis for corrective action should be considered seriously.

**Reply of the Government**

Equipments like microprocessor based ultrasonic testing machines, spring and shock absorber testing machines are being used by some workshops. In addition, induction of latest equipments for wheel profile and roller bearing examinations is also being considered.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

The induction of new equipment for improving the effectiveness and reliability of the tests and providing easy and accurate analysis is a continuous process which is incorporated at the time of preparation of specification for purchase of new equipment by COFMOW, which is a specialised agency for this purpose for the Railways.

Computerized ultrasonic wheel testing machines have already been ordered by COFMOW. Ordering of Radial and longitudinal ultrasonic crack detection machines for WAP is under process.

COFMOW has also placed developmental orders for CNC wheel lathe for wheel machining which shall incorporate advanced features like automatic wheel profile measurement.

Microprocessor based load and deflection testing machine for springs are already in use with the workshops and all new machines bought on replacement in future shall be microprocessor based only.

COFMOW has also ordered computer based bogie testing machines recently. COFMOW is in constant touch with the machine tool industry to identify technological developments suitable for Indian Railways.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraph 3 of the Report)

**Recommendation (Para No. 52)**

Keeping in view the rapid increase in rolling stock and arrears of periodic overhauling of locos/coaches/wagons/OCVs etc. the Committee feel that the need for more workshops in the Railways should be examined seriously. The Ministry of Railways during evidence informed the Committee that since the POH of steam locomotives etc. has almost disappeared, they did not really have any shortage of workshops. The Ministry of Railways have also undertaken region-wise and Railway-wise re-appraisal of their requirements. The Committee desire to know the outcome of the re-appraisal, if completed, with specific comments of the Ministry.

**Reply of the Government**

Ninth Plan requirement of BG wagon POH capacity has been finalised. The capacity of the following workshops is proposed to be augmented during IX Plan period.

| Workshop | Existing POH capcity (in FWUs) | Augmentation proposed during IX Plan (in FWUs) | Likely capacity at the end of IX Plan (in FWUs) |
|---|---|---|---|
| Jamalpur | 0 | 400 | 400 |
| Guntupalli | 900 | 300 | 1200 |
| Raipur | 800 | 300 | 1100 |
| Total: | | 1000 | |

The Plan for other rolling stock, *i.e.* BG coaches, EMUs, DMUs etc. is under finalisation.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

The capacity planning for undertaking Periodic Overhaul (POH) of all types of Rolling Stock was undertaken in 97-98 for the IX Plan. The Railways were accordingly advised to plan inputs to match periodic overhaul arisings of rolling stock towards the end of IX Plan. In fact, with increasing holding of rolling stock as also to make up any shortfalls, creation/augmentation of facilities has been a continuous process enabling the Railways to brign down the overdue periodic overhaul position progressively over the years.

**BG Coaches**

The present capacity for Periodic Overhaul of coaches is 3527 4-Wheeler Units per month which is sufficient to meet the existing arisings. The requirement at the end of IX Plan is 4112 4-Wheeler Units with increased projected holding of 32970. This includes enhancing the capacity of AC coaches from the present level of 161 coaches to 251 AC coaches. The necessary proposals have already been processed for creation/augmentation of POH capacity as required. The overdue periodic overhaul of coaches however has come down from the level of 7.91% in 1996-97 to 4.7% in 1999-2000.

**Wagons**

The present capacity of POH for wagons is 8700 4-Wheeler Units per month. The existing capacity is sufficient to meet the present arisings. The capacity is planned to be enhanced to 9069 at the end of IX Plan with projected holding of 497687 4-Wheeler Units. Most of the works required in connection with enhancement of the POH capacity for the wagons have been sanctioned/processed. The overdue % of wagon POH has reduced from 8.49% in 1996-97 to 5.45 in 1999-2000.

**Broad Gauge EMU coaches**

The present POH capacity for BG EMU coaches is 417. The existing capacity is adequate to meet the requiremets. However, by March, 2002 it has been planned to increase the capacity to 546. This projection of capacity is based on the increase in holding of EMU coaches to the level of 5746 at the end of IX Plan. There has been sharp reduction in overdue % of EMU stock and the same has come down from 11.9% in 1996-97 to 5.0% in 1999-2000.

**BG Diesel Locomotives**

The present capacity for BG Diesel POH is 44 locos, which is sufficient to meet the arisings. It had been planned to increase POH capacity to 48 locos at the end of the IX Plan. However, due to introduction of incentive scheme in Diesel Component Works/Patiala recently some additional capacity has been generated. The creation of additional POH capacity in workshops is therefore now being reviewed. The overdue % of POH has come down from 1.0% in 1996-97 to 0.7% in 1999-2000.

**Electric Locomotives**

The present available POH capacity for BG Electric loco is 36 per month and the same is adequate to meet the existing arisings. However, towards the end of IX Plan with the projected increase in holding to 3300 locos the requirement of capacity would be accordingly augmented. Necessary works have been planned to match the requirements. The overdue % of electric loco POH has reduced considerably from 5.0% in 1996-97 to 0.7% in 1999-2000.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraph 3 of the Report)

**Recommendation (Para No. 53)**

The Committee find that besides POH, a number of other activities are also undertaken in these workshops which *inter-alia* include repairs to wheels, leaf springs, bearing shells, manufacture of leaf springs, UIC bogies, wagon components, diesel locos components, brake blocks, LB springs, repairs to coaches and bogies, supply of wheels etc. The Committee note that in cost of the cases the targets fixed for repair and manufacture/supply of different items were not achieved. In some of the cases, no targets were even fixed. The Committee desire to know the reasons for not achieving the targets in spite of the fact that these workshops are having surplus capacity/manpower.

**Reply of the Government**

The targets indicated are primarily related to MG rolling stock. However, with the progressive gauge conversion and increase in holding of airbrake stock, the requirement of spares and consequently, the reduction in manufacturing activity is unavoidable. In addition, temporary non-availability of inputs *e.g.* coke for foundry activities, steel plate for LB spring manufacturing have also adverse impact on the performance.

In spite of these constraints, many shops have not only achieved the target but also exceeded it.

However, shops have been directed to carry out review of their existing activities and make out a master plan with emphasis on core activities like POH of rolling stock and redeploy resources accordingly.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

The shops are undertaking the manufacturing based on the actual requirement of spares for POH and day to day open line maintenance needs. The targets for repair are set and monitored by zonal Railway management. In all these cases targets are set slightly higher than actual likely arisings to avoid stabling of costly rolling stock in open line.

It may also be noted that most of the targets not met with are primarily related to MG stock and activity linked with POH of vacuum braked freight stock. With the progressive gauge conversion increase in holding of air brake stock and technological changes like introduction of composite brake blocks, the reduction in requirement of certain spares and consequently in the manufacturing activity as a whole is unavoidable. Within the given set of these constraints, shops have not only achieved the targets for manufacturing activities but at times exceeded it.

[M/o Rlys. O.M. No. 2000/BC_II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraph 3 of Report)

**Recommendation (Para No. 56)**

Central Organisation for Modernisation of Workshops (COFMOW) was set up in 1979 with the main objectives of procurement of high technology machines with better productivity in order to replace old, absolete and less productive machines in railway workshops and other maintenance facilities and preparation of project reports for modernisation. The Committee, however, find that COFMOW is also handling the procurement of machinery and plant for manufacturing of 8000 HP ABB technology, 3-Phase locomotives to be built at CLW and has extended its role of procurement of machinery and plant and other equipments for other Ministries too. Keeping in view the manifold increase in COFMOW activities and its jurisdiction and results of its existence, the Committee are of the view that in order to enhance the working efficiency, upgradation of the status of COFMOW into a quasi-permanent organisation be considered seriously.

**Reply of the Government**

Based on the observations of the Standing Committee, a proposal for converting the organisation of COFMOW into quasi-permanent is under process.

[M/o Rlys. O.M. No. 97/BC-II/SCR/XI/19 dated 8.5.98]

**Revised/Updated Reply of the Government**

A proposal for converting COFMOW into a quasi-permanent organisation was formulated and processed. The proposal was examined in the Board by the concerned directorates and certain observations were made keeping in view the Railway's investment plan and the recommendations of the Committee to upgrade the status of this unit for enhanced efficiency. COFMOW was accordingly asked to recast the proposal incorporating necessary changes and the same is being presently processed.

[M/o Rlys. O.M. No. 2000/BC-II/XIII/200/7 dated 26.9.2000]

**Comments of the Committee**

(Please *see* Paragraph 3 of the Report)

NEW DELHI;
*January* 24, 2001
*Magha,* 1922 *(Saka)*

K. YERRANNAIDU,
*Chairman,*
*Standing Committee on Railways.*

## APPENDIX I

## IMPROVEMENT DUE TO AUGMENTATION OF INFRASTRUCTURE UNDER MODERNISATION PROGRAMME OF THE WORKSHOPS VIZ. JAMALPUR. PERAMBUR, JHANSI, KOTA AND ALAMBAGH

**(i) Jamalpur**

Break-up of cost under Civil, Electrical And Mechanical Works is as under:

Rs. in crores

| | | |
|---|---|---|
| Civil | 0.62 | |
| Elec. | 0.75 | |
| Mech. | 8.26 | (Mainly Machinery and Plant items) |
| Total | 9.63 | |

The project included improvement in quality and reliability of diesel electric locomotives by setting up facilities for testing and running in assemblies, improved material handling with the help of better modernized equipments, renovated pathways and track, general improvement in working condition including provision of better amenities and working environment by improving existing washrooms, toilets and water supply system of Diesel POH Shop and related shops.

Necessary facilities as planned under the Modernisation Project have been provided and the work is planned to be completed by March, 2001. With progressive execution of the project there has been considerable improvement in Jamalpur workshop by way of increased POH capacity higher level of reliability of locomotives.

Diesel loco Periodic overhaul outurn in Jamalpur shop has been stepped up from 60 locos per year in 1990-91 to 84 locos per year during 1999-2000 showing an improvement of 40% Diesel equipment failures on ownership basis which were at the level of 34 cases per 100 loco per month in the year 1993-94 on Eastern Railway have reduced in 14.7% in 1999-2000 thus showing an improvement in reliability by more than 50%.

The supply of workshop manufactured diesel and carriage and wagon items to Railways have increased from the level of about 24.5 crore in 1993-94 to 60.3 crore in 1999-2000.

**(ii) Perambur (Carriage)**

Break-up of revised cost of modernization is as under:

| | Rs. in crores |
|---|---|
| Civil | 7.16 |
| Mech. | 2.56 |
| Elec. | 0.21 |
| Total | 9.93 |

Main empahsis in Perambur workshop was for developing infrastructural facilities for handling air brake coaches, cartridge bearing of wagons apart from provision of additional space for overhauling of carriage bogie facilities, reflooring of wagon repair shop and coach lifting bays for smoother material handling and better work environment.

Setting up/upgrading infrastructural facilities under modernization has improved quality of repairs of the rolling stock turned out after Periodic overhaul from Perambur shop.

Periodic overhaul of air brake coach sets/conversion work has been stepped up from 150 in 1996-97 to 1030 in 1999-2000. The overhaul of Cartridge Tapered Roller bearing has been started. 3812 bearings were overhauled in 1999-2000.

**(iii) Jhansi**

The break-up of cost is as under:

| | Rs. in crores |
|---|---|
| Civil | 2.79 |
| Mech. | 5.92 |
| Elec. | 0.53 |
| S&T | 0.53 |
| Total | 9.77 |

Jhansi workshop modernization included enhancement of capacity for POH of air brake wagons, and improvement in productivity and quality of the repairs.

Major inputs have been by way of procurement of Machinery and Plants. Besides, facilities have also augmented under the modernisation programme.

The Periodic overhaul of wagons which was 1200 Four Wheeler units in 1995-96 has improved to the level of more than 1700 Four Wheeler units per month in 1999-2000. This includes about 1100 units of air brake stock. The sick marking of wagons within 90 days of Periodic overhaul from Jhansi workshop has reduced from 21 in 1996-97 to 16.5 in 1999-2000 showing an improvement of more than 20%.

**(iv) Kota**

The break-up of expenditure under the workshop modernization project has been as under:

| | Rs. in crores |
|---|---|
| Civil | 1.80 |
| Mech. | 4.93 |
| Elec. | 1.00 |
| Others | 0.32 |
| Total: | 8.05 |

The Project included enhancement in capacity to step up POH of air brake stock, augmentation of facilities for attention to cartridge type roller bearing and ensuring improved quality of repairs for better reliability.

The major component of the project included input of Machinery and Plant. All the Machinery and Plant planned for procurement under the project including Rs. 2.14 crore worth of machines for wheel shop have been received and commissioned and the other facilities pertaining to Civil and Electrical Works have also been provided.

Presently the capacity to attend air brake wagons stands enhanced from 250 to 500 Four Wheeler wagons per month. Further, the periodical overhauling of high pressure LPG Wagons has increased from 20 to 36 per month. The capacity of overhauling cartridge type roller bearing has also been stepped up from 800 to 1500 per month. The facilities for overhauling high tensile draft gear are in the advanced stage of setting up.

There has been improvement in quality of Periodic Overhaul undertaken in the shop. The sick marking of wagons within 90 days of Periodic Overhaul which was at the level of 15 in 1996-97 has reduced to 13 in 1999-2000.

**(v) Alambagh**

The break-up of cost is as under:

| | Rs. in crores |
|---|---|
| Civil | 2.02 |
| Elec. | 2.20 |
| Mech. | 4.10 |
| Total: | 8.32 |

Project included enhancement of capacity for POH of coaches from 190 to 250 Four Wheeler Units per month, setting up new roller bearing section, providing adequate modern material handling equipment and EOT cranes and organize improved quality of repairs for better reliability in service.

The major component of Mechanical portion contains expenditure of about Rs. 2.15 crore alone in procurement of material handling equipment and EOT cranes. New roller bearing sanction is also being setup under the modernization project. Investment on civil and Electrical account was mainly towards creation of additional facilities.

With inputs under the modernization project coaching Periodic overhaul outturn which was at the level of 190 prior to modernization has been increased to 230 four Wheeler Units per month during 1999-2000 and the same has steadily been increased to about 248 Four Wheeler units per month during April to August 2000. The enroute coach detachment per 100 Four Wheeler Units of coaches overhauled has reduced from 1.17 during 1995-96 to 0.4 in 1999-2000.

## APPENDIX II

DETAILS OF SANCTIONED STRENGTH AND VACANCIES OF SUPERVISORS, ARTISANS, AND GROUP 'D' CATEGORIES IN RAILWAY WORKSHOPS

| Workshop | Supervisor (Grades Rs. 7450-11500, 6500-10500, 5500-9000 and 5000-8000) | | Artisans (Grades Rs. 4500-7000, 4000-6000 and 3050-4590) | | Group 'D' (Grades Rs. 2600-4000 and 2550-3200) | |
|---|---|---|---|---|---|---|
| | Sanctioned Strength | Vacancies as on 31.3.98 | Sanctioned Strength | Vacancies as on 31.3.98 | Sanctioned Strength | Vacancies as on 31.3.98 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| *Central Railway* | | | | | | |
| Parel | 474 | 9 | 3411 | 149 | 1025 | 238 |
| Kurdwadi | 26 | 3 | 389 | 67 | 102 | 37 |
| Matunga | 329 | 11 | 4547 | 219 | 1304 | 73 |
| Jhansi | 224 | — | 3605 | 1 | 1292 | 16 |
| Bhopal | 122 | 15 | 1172 | 195 | 350 | 86 |
| Sithouli | 53 | 10 | 366 | 82 | 533 | 129 |
| Total | 1228 | 48 | 13490 | 713 | 4606 | 579 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| *Eastern Railway* | | | | | | |
| Jamalpur<br>Kanchrapara<br>Lilluah | 2563 | 319 | 24328 | 510 | 5197 | 307 |
| Total | 2563 | 319 | 24328 | 510 | 5197 | 307 |
| *Northern Railway* | | | | | | |
| Charbagh | 388 | 81 | 2698 | 143 | 742 | 402 |
| Alambag | 179 | 33 | 3383 | 171 | 566 | 196 |
| Jagadri | 391 | 70 | 5369 | 298 | 956 | 187 |
| Amritsar | 213 | 46 | 1579 | 108 | 433 | 207 |
| Jodhpur | 83 | 36 | 1094 | 208 | 529 | 381 |
| Bikaner | 49 | 19 | 981 | 28 | 108 | 74 |
| Total | 1303 | 285 | 15104 | 956 | 3334 | 1447 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| *North Eastern Railway* | | | | | | |
| Gorakhpur | 445 | 72 | 4086 | 258 | 1036 | 272 |
| Samastipur | 76 | 35 | 364 | 47 | 33 | 26 |
| Izzatnagar | 234 | 68 | 1639 | 289 | 437 | 116 |
| Gorakhpur Chawni | 96 | 25 | 765 | 271 | 418 | 134 |
| Total | 851 | 200 | 6854 | 865 | 1924 | 548 |
| *Northeast Frontier Railway* | | | | | | |
| Dibrugarh | 147 | 28 | 1199 | 74 | 332 | 93 |
| Tindharia | 17 | 4 | 131 | 29 | 26 | 2 |
| New Bongaigao | 176 | 39 | 1794 | 146 | 299 | 112 |
| Total | 340 | 71 | 3124 | 249 | 657 | 207 |
| *Southern Railway* | | | | | | |
| Perambur-Elec. | 106 | 14 | 901 | 28 | 299 | 59 |
| Perambur-CW | 375 | 53 | 5121 | 361 | 1102 | 80 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| Perambur-Loco | 240 | 37 | 1834 | 100 | 392 | 41 |
| Mysore-M | 129 | 23 | 1691 | 58 | 171 | 76 |
| Mysore-E | 13 | 4 | 149 | 3 | 53 | 8 |
| Podanur | 75 | +1 | 998 | 73 | 95 | 45 |
| Arkonam | 110 | 19 | 1145 | 87 | 97 | 19 |
| Golden Rock-M | 512 | 32 | 4248 | 349 | 623 | — |
| Golden Rock-E | 49 | 9 | 442 | 25 | 107 | 7 |
| Total | 1609 | 190 | 16529 | 1084 | 2939 | 335 |
| *South Central Railway* | | | | | | |
| Lallaguda | 300 | 49 | 4074 | 170 | 1283 | 636 |
| Hubli | 240 | 58 | 3119 | 216 | 853 | 548 |
| Guntapalli | 115 | 16 | 2258 | 114 | 555 | +18 |
| Tirupathi | 65 | 6 | 779 | 17 | 199 | 23 |
| Total | 720 | 129 | 10239 | 517 | 2890 | 1189 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| *South Eastern Railway* | | | | | | |
| Khargpur | 718 | 163 | 8882 | 596 | 2793 | 1366 |
| Nagpur | 75 | 12 | 502 | 58 | 54 | 0 |
| Raipur | 116 | 32 | 1347 | 119 | 330 | 155 |
| Mancheshwar | 104 | 20 | 1384 | 55 | 262 | 85 |
| Adra | 9 | 3 | 334 | 27 | 141 | 49 |
| Total | 1022 | 230 | 12449 | 855 | 3580 | 1655 |
| *Western Railway* | | | | | | |
| Dahod | 250 | 4 | 1677 | 92 | 521 | 112 |
| Parel | 419 | 16 | 3414 | 196 | 809 | 55 |
| Mahalaxmi | 64 | 8 | 292 | 11 | 227 | 26 |
| Ajmer | 587 | 49 | 4121 | 202 | 1389 | 133 |
| Kota | 234 | 10 | 1961 | 90 | 530 | +41 |
| Junagarh | 23 | 3 | 152 | 20 | 42 | — |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| Bhavnagar | 44 | 11 | 291 | 21 | 54 | 23 |
| Pratapnagar | 60 | — | 408 | 21 | 120 | 30 |
| Sabarmati-S&T | 14 | 11 | 147 | 27 | 59 | 1 |
| Sabarmati-Engg. | 64 | 21 | 453 | 47 | 437 | 61 |
| Total | 1759 | 133 | 12916 | 727 | 4188 | 400 |

## APPENDIX III

### MINUTES OF THE FIFTEENTH SITTING OF STANDING COMMITTEE ON RAILWAYS (1999-2000)

The Committee sat on Tuesday, the 12th September, 2000 from 1100 hrs. to 1245 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri K. Yerrannaidu — *Chairman*

MEMBERS

*Lok Sabha*

2. Dr. (Smt.) Anita Arya
3. Shrimati Santosh Choudhary
4. Shri Priya Ranjan Dasmunsi
5. Shri P.D. Elangovan
6. Shri Manikrao Hodlya Gavit
7. Shri Tarun Gogoi
8. Shri Sadshivrao Mandlik
9. Shri Subodh Mohite
10. Shri Jaibhan Singh Pawaiya
11. Shri Sohan Potai
12. Shri Naval Kishore Rai
13. Shri Gunipati Ramaiah
14. Shri Prabhat Kumar Samantaray
15. Shri Bahadur Singh
16. Shri Brij Bhushan Sharan Singh
17. Capt. (Retd.) Inder Singh
18. Shri Rajo Singh
19. Shri A.K.S. Vijayan

*Rajya Sabha*

20. Shri Bhagatram Manhar
21. Shri Jhumuk Lal Bhendia
22. Shri Banarsi Das Gupta
23. Shri Rajubhai Parmar
24. Chaudhary Chunni Lal
25. Dr. (Smt.) Chandra Kala Pandey
26. Shri Anil Sharma
27. Shri Abani Roy
28. Dr. D. Venkateshwar Rao
29. Shri Ramchandraiah Rumandla

SECRETARIAT

1. Shri M. Rajagopalan Nair — *Joint Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri S.N. Dargan — *Under Secretary*
4. Shri O.P. Shokeen — *Committee Officer*

SITNESSES

1. Shri Ashok Kumar Chairman, Railway Board & *Ex-Officio* Principal Secy. to the Government fo India.
2. Shri P.V. Vasudevan Financial Commissioner (Railways) & Ex-Officio Secy. to the Government of India
3. Shri K. Balakesari Member Staff & *Ex-Officio* Secy. to the Government of India.
4. Shri R.N. Malhotra Member Engineering & *Ex-Officio* Secy. to the Government of India.
5. Shri K.B. Sankaran Member Mechanical & *Ex-Officio* Secy. to the Government of India
6. Shri N.K. Chidambaram Member Electrical & *Ex-Officio* Secy. to the Government of India

2. At the outset, the Chairman welcomed the Members and the Representatives of Ministry of Railways to the sitting of the Committee and invited their attention to provision contained in Direction 58 of the Directions by the Speaker, Lok Sabha. [XX]. Thereafter, the Committee took evidence of the Railway officials to seek clarification on some of the Action Taken Notes relating to recommendations/ observations contained in the 14th Report on 'Modernisation and Capacity Utilisation of Workshops in Indian Railways'.

3. ** ** **

4. ** ** **

5. The verbatim record of the proceedings has been kept.

*The Committee then adjourned.*

## MINUTES OF THE FIRST SITTING OF STANDING COMMITTEE ON RAILWAYS (2000-01)

The Committee sat on Tuesday, the 23rd January, 2001 from 1100 hours to 1230 hours in Committee Room '139', First Floor, Parliament House Annexe, New Delhi. In absence of the Chairman, the Committee chose Shri Moinul Hassan, MP to act as Chairman for the sitting of the Committee under Rule 258(3) of the Rules of Procedure and Conduct of Business in Lok Sabha.

PRESENT

Shri Moinul Hassan — *In the Chair*

MEMBERS

*Lok Sabha*

2. Dr. (Smt.) Anita Arya
3. Shri M. Chinnasamy
4. Shrimati Santosh Choudhary
5. Shri Sadashivrao Mandlik
6. Shri Sohan Potai
7. Shri Prabhat Kumar Samantaray
8. Dr. Nitish Sengupta
9. Shri Bahadur Singh
10. Shri Brij Bhushan Sharan Singh
11. Capt. (Retd.) Inder Singh
12. Shri Rajo Singh
13. Shri A.K.S. Vijayan

*Rajya Sabha*

14. Shri Banarsi Das Gupta
15. Dr. (Smt.) Chandra Kala Pandey
16. Shri Raju Parmar
17. Shri Anil Sharma
18. Dr. D. Venkateshwar Rao
19. Shri Abani Roy

SECRETARIAT

1. Shri M. Rajagopalan Nair — *Joint Secretary*
2. Shri R.C. Gupta — *Deputy Secretary*
3. Shri S.N. Dargan — *Under Secretary*
4. Shri O.P. Shokeen — *Committee Officer*

2. At the outset, the acting Chairman congratulated the Members on their nomination to the Standing Committee on Railways (2001) and welcomed to the First sitting of the Committee. Thereafter the Committee took up the following Draft Action Taken Reports for considerations:—

(i) ** ** **

(ii) Draft Report Action Taken by Government on Recommendations/Observations contained in the 14th Report of Standing Committee on Railways (1997-98) on 'Modernisation and Capacity Utilisation of Workshops in Indian Railways';

(iii) ** ** **

(iv) ** ** **

3. The Committee considered and adopted the aforesaid Action Taken Reports without any amendments/changes and authorised the Chairman to finalize the Reports after making consequential changes, if any, arising out of the factual verification by the Ministry of Railways or otherwise and to present the Reports to both the Houses of Parliament.

4. ** ** **

*The Committee then adjourned.*

## APPENDIX IV

### ANALYSIS OF ACTION TAKEN BY GOVERNMENT ON RECOMMENDATIONS/OBSERVATIONS CONTAINED IN THE FOURTEENTH REPORT OF STANDING COMMITTEE ON RAILWAYS (1997-98) (ELEVENTH LOK SABHA) ON 'MODERNISATION AND CAPACITY UTILISATION OF WORKSHOPS IN INDIAN RAILWAYS'

Total number of Recommendations/Observations 15

| | | Percentage of Total |
|---|---|---|
| (i) | Recommendations/Observations which have been accepted by Government (*Vide* Recommendations/Observations Para Nos. 43, 47, 55) | 20% |
| (ii) | Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies (*Vide* Recommendations/Observations Para Nos. 44, 57) | 13.3% |
| (iii) | Recommendations/Observations in respect which replies of Government have not been accepted by the Committee and which require reiteration (*Vide* Recommendations/Observations Para Nos. 45, 54) | 13.3% |
| (iv) | Recommendations/Observations in respect of which final replies of Government are still awaited (*Vide* Recommendations/Observations Para Nos. 46, 48, 49, 50, 51, 52, 53 & 56) | 53.4% |