

**ESTIMATES COMMITTEE  
(1969-70)**

(FOURTH LOK SABHA)

**HUNDRED AND SECOND REPORT**

**MINISTRY OF RAILWAYS**

**Action taken by Government on the recommendations contained in the Seventieth Report of the Estimates Committee (Fourth Lok Sabha) on the Ministry of Railways—Railway Electrification Projects.**



**LOK SABHA SECRETARIAT  
NEW DELHI**

*February, 1970/Phalguna, 1891 (Saka)*

*Price : Re. 0.45 Paise*

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CORRIGENDA

TO

Hundred & Second Report of the Estimates Committee (4th Lok Sabha) on action taken by Govt. on the recommendations contained in the Seventieth Report of the E.C. on the Ministry of Railways - Railway Electrification Projects.

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Page 15, line 15

After "it is"  
insert "not"

Page 21, Appendix III, line 8

for "All Indian Railways"  
read "Eastern Railway"

Page 22, Appendix IV, line 8,

for "All India Railways"  
read "All Indian Railways"

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# ESTIMATES COMMITTEE

(1969-70)

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## MEMBERS

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3. Shri S. A. Agadi
4. Shri B. Anjanappa
5. Shri R. S. Arumugam
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21. Shri Shashi Bhushan
22. Shri Ramavatar Shastri
23. Shri Shiv Kumar Shastri
24. Shri Nuggehalli Shivappa
25. Shri Arangil Sreedharan

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\*Elected w.e.f. 22-12-1969 *vice* Shri G.G. Swell resigned.

26. Shri S. Supakar
27. Shri K. N. Tewari
28. Shri Gunanand Thakur
29. Shri Tula Ram
30. Shri Ramesh Chandra Vyas

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Shri T. N. Dhar—*Under Secretary.*

**STUDY GROUP 'E' OF THE ESTIMATES COMMITTEE**  
(1969-70)

**CONVENER**

**Shri Arangil Sreedharan**

**MEMBERS**

2. Shri S. A. Agadi
3. Shri R. S. Arumugam
4. Shri Bedabrata Barua
5. Shri Brijraj Singh Kotah
6. Shri Bhanudas Ramchandra Kavade
7. Shri Zulfiqar Ali Khan
8. Shri Samarendra Kundu
9. Mahindra Bahadur Raja Kamakhya Prasad Singh Deo
10. Shri Sarjoo Pandey
11. Shri Manubhai Patel
12. Shri Ramavatar Shastri
13. Shri Gunanand Thakur
14. Shri Tula Ram
15. Shri Ramesh Chandra Vyas

## INTRODUCTION

1. The Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this hundred and second Report on action taken by Government on the recommendations contained in the Seventieth Report of the Estimates Committee (Fourth Lok Sabha) on the Ministry of Railways—Railway Electrification Projects.

2. The Seventieth Report of the Estimates Committee was presented to the Lok Sabha on the 18th February, 1969. Government furnished replies indicating action taken on the recommendations contained in the Report on the 18th August and the 6th September, 1969. The Study Group 'E' of the Estimates Committee (1969-70) considered the replies received from the Ministry at their sitting held on the 15th December, 1969. The Draft Report was adopted by the Committee on the 20th December, 1969.

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 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 Seventieth Report of the Estimates Committee (Fourth Lok Sabha) is given in Appendix VI. It would be observed therefrom that out of 25 recommendations made in the Seventieth Report, 21 recommendations, i.e., 84 per cent., have been accepted by Government. The Committee do not desire to pursue 3 recommendations, i.e., 12 per cent., in view of Government's reply. The reply of Government in respect of one recommendation i.e., 4 per cent has not been accepted by the Committee.

NEW DELHI;  
December 26, 1969.

*Pausa 5, 1891 (SAKA).*

M. THIRUMALA RAO,  
*Chairman,*  
*Estimates Committee.*



## CHAPTER I

### REPORT

The Committee in para 2.19 of their Seventieth Report (Fourth Lok Sabha) on the Ministry of Railways—Railway Electrification Projects observed that they were not fully convinced of the reasons for deciding in June, 1954 to electrify Howrah-Burdwan main line and Sheoraphuli-Tarakeswar branch line with 3000 V DC traction when in the interim report submitted by Shri S. Sarangapani in 1954 it was clearly stated that "The single phase 50 cycles AC system has recently come into prominence with its adoption on certain sections of the French Railways and in the Belgian-Congo and was favoured on account of its lower costs of overhead equipment compared to the DC system especially on railways where the traffic density cannot otherwise justify electrification. The results of the working of these sections are being watched with keen interest all over the world". The Committee felt that without waiting for the final report of the Sarangapani Committee, the Railway Board could have initiated experiments to decide for themselves whether AC traction, which had come into prominence in France and some other countries, could be suitable under Indian conditions before they went in for 3000 V DC traction in the Calcutta area. The Committee were not able to appreciate the course of action adopted by the Railway Board and they felt that the expenditure amounting to about Rs. 7½ crores, which was subsequently necessitated for a conversion from DC to AC traction in the Calcutta area within a period of two to three years, could perhaps have been avoided.

In reply Government have reiterated that 25 KV AC traction technology was not sufficiently advanced in 1954 for large scale adoption in Calcutta area. Any effort to anchor to a quasi-developed system which may or would not have worked satisfactorily would perhaps have retarded introduction of electric traction in that area and also limited the capacity of the Railways to carry the ever increasing traffic in the zone. The Railways, therefore, adopted a system which had stood the test of time. The Government have further stated that as for initiating the trial recommended by the interim Report by Sarangapani Committee in 1954 it is to be borne in mind that trial with this new 25 KV AC system which *inter alia* included development of suitable locos, EMUs and other ancillary equipments had already been well under way in Europe for the varying scopes of its application. Trial with any such system apart from being an unduly expensive experiment, also assumes availability of the industrial wherewithall for development of the sophisticated electrical equipment

for the contact system, supply system and the rolling stock. In the context of the development of our industrial base in the country during the Fifties, it was almost unimaginable that our trials would yield either effective or speedier results than those expected from developments abroad. This supposition has been more than fully proved by subsequent events."

"In the context of the above", it has been stated by Government that "the decision taken by them (Ministry of Railways) in 1954 for electrification on 3000 V DC was the best possible solution. Further as soon as the superiority of the AC 25 KV 50 cycle was established beyond reasonable doubt, the Ministry lost no time in ordering a survey to assess the economies of conversion of the section to AC. The conversion was subsequently carried out at a cost of Rs. 3.47 crores (excluding rolling stock which after conversion are still in use). Moreover, by virtue of this conversion, the Ministry of Railways also envisaged substantial return by way of reduced operating expenses as compared to the continuation of the old 3000 V DC system."

*The Committee are not able to appreciate the course of action adopted by the Railway Board and they still feel that the expenditure amounting to about Rs. 7½ crores, which was subsequently necessitated for conversion from DC to AC traction in the Calcutta area could have been avoided.*

## CHAPTER II

### RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

#### Recommendation (Serial No. 1) Para. No. 2.18

The Committee note that before any particular section of the Railway is taken up for electrification, the comparative economics of steam, diesel and electric tractions are gone into for that particular section and only after it is found that electric traction will be more economical, it is adopted.

#### Reply of Government

The observations made by the Estimates Committee are noted.

[Ministry of Railways' O.M. No. 69-B(C)-EC/IV/70 dated 18th August, 1969/Sravana 27, 1891.]

#### Recommendation (Serial No. 4) Para. No. 2.34

The Committee are not satisfied with the explanation given by the Ministry that the electrification schemes sanctioned during the period covered by the Second Five Year Plan and the Third Five Year Plan have been given the nomenclature "Second Five Year Plan schemes and the Third Five Year Plan schemes respectively for convenience of reference only." They feel that as far as possible, the schemes should be completed within the Plan period itself and should not be allowed to be spilled over to succeeding periods.

#### Reply of Government

Ministry of Railways would like to emphasise that the Electrification Schemes sanctioned during the second and third five year plan were so designated for convenience of reference only. They were sanctioned during particular plan periods and even according to initial targets some of them were not expected to be completed during those plan periods.

2. Electrification schemes normally take  $3\frac{1}{4}$  years to complete from the date of sanction of the abstract estimate. If time is reckoned from the date the scheme is initially thought of, this period will be of the order of  $7\frac{1}{8}$  years and thus span more than one plan period. Schemes sanctioned in

the first or second year of the Five Year Plan have better chances of completion within the plan period than those which are sanctioned in the subsequent years. Further, of necessity, the electrification schemes have to be planned and progressed in a suitably phased manner so as to provide sustained economic and uniform workload on the administrative and executive agencies created for this purpose and also not to cause undue imbalance, disturbance and duress on the established manufacturing capacity for the electrification components. *Inter alia* the projects which are approved and sanctioned towards the later half of the plan period would inevitably spillover to the succeeding plan period. Ministry of Railways, however, assure that all possible efforts would be made to complete these works within their respective target dates.

[Ministry of Railways' O.M. No. 69-B (C) -EC/IV/70 dated 18th August, 1969|Sravana 27, 1891].

#### **Recommendation (Serial No. 5) Para. No. 2.37.**

The Committee are unhappy to note that the Ministry have not prepared any Perspective Plan in regard to electrification of lines beyond the Fourth Plan schemes. They would strongly recommend that steps should be taken to prepare a Master Plan for the electrification of the Indian Railways on a long term basis so that a clear picture may emerge as to the quantum of work that has to be executed, for the benefit of the planners, basic industrial units of the public and private sectors as well as the related manufacturing industries in the country.

#### **Reply of Government**

As recommended by the Estimates Committee, action to prepare a perspective plan for Railway Electrification on the Indian Railways has already been initiated.

[Ministry of Railway's O.M. No. 69-B (C) -EC/IV/70 dated 18th August 1969|Sravana 27, 1891].

#### **Recommendation (Serial No. 6) Para. No. 2.50**

The Committee note that except in one case, all the railway electrification projects from the Second Five Year Plan onwards had to be carried forward beyond the target dates originally fixed for their completion.

#### **Reply of Government**

The observation of the Committee is noted.

[Ministry of Railway's O.M. No. 69-B (C) -EC/IV/70 dated 18th August, 1969/Sravana 27, 1891].

### **Recommendation (Serial No. 7) Para. No. 2.51**

The Committee also note that even though the Railways could not foresee such factors as strikes in their construction units, public demonstration and stoppage of passenger trains etc., they were directly responsible for such jobs as remodelling of yards and completion of (link) lines which were contributory factors for delay in execution of the schemes.

### **Reply of Government**

The observations of the Committee are noted. The Railways have been suitably instructed that electrification works wherever in progress should not normally wait for completion of yards remodelling works except in exceptional cases.

A copy of letter No. 69/RE/138/4 dated 7-8-1969 addressed to General Managers, All Indian Railways is attached for reference (Appendix I).

[Ministry of Railway's O.M. No. 69-B(C)-EC/IV/70, dated 18th August, 1969|Sravana 27, 1891].

### **Recommendation (Serial No. 8) Para. No. 2.52**

The Committee are of the opinion that while in some cases energising of the electric traction lines had been delayed due to delay in completion of work of erection of substations and transmission lines by the power supply authorities or delay in getting copper conductors, steel sections, AC EMUs and other materials, there had not been proper planning and coordination with other authorities while preparing the final estimates of schemes and getting target dates for their implementation. As a result of this the period of completion of the projects had to be spread over resulting in upward revision of estimates and overhead expenses.

### **Reply of Government**

The observations of the Committee are noted. However, Ministry of Railways would like to reiterate that very close co-ordination with other agencies and meticulous planning have been ensured in all cases at all stages. The reasons for delays in the completion of electrification schemes are due to circumstances beyond the control of this Ministry. However, every effort will be made to ensure that careful planning and close liaison with other agencies is maintained in future.

[Ministry of Railway's O.M. No. 69-B(C)-EC/IV/70, dated 18th August, 1969|Sravana 27, 1891].

**Recommendation (Serial No. 9) Para. No. 2.53**

Now that the Railways have taken up the job of cabling of the long distance tele-communication circuits which had previously been the responsibility of the P. & T. Department, the Committee hope that delay in execution of electrification of railway lines on this score could henceforth be obviated.

**Reply of Government**

The observations of the Committee are noted. The Railways have been advised to ensure that there is no delay in completion of Electrification work on account of cabling works *vide* copy of letter No. 69|RE|138|4 dated 6-8-1969 enclosed (Appendix II).

[Ministry of Railway's O.M. No. 69-B(C)-EC/IV/70 dated 18th August, 1969|Sravana 27, 1891].

**Recommendation (Serial No. 10) Para. No. 2.54**

The Committee desires that gaining from experience, the Railway Board would take urgent steps to ensure that there is no avoidable delay in completion of projects, after the target date is once fixed, so that rise in the cost of the projects and delay in energising the tracks are obviated.

**Reply of Government**

The observations of the Committee are noted. The Ministry of Railways will take necessary steps to ensure that there is no avoidable delay in timely completion of electrification projects.

[Ministry of Railway's O.M. No. 69-B(C)-EC/IV/70 dated 18th August, 1969|Sravana 27, 1891].

**Recommendation (Serial No. 11) Para. No. 2.66**

The Committee note that the Study Team on Metropolitan Transport set up by the Planning Commission is at present engaged in the studies of transport problems of the Calcutta Metropolitan area. They would, however, suggest that the Railway Board should maintain suitable liaison with the above Study Team of the Planning Commission and set up necessary machinery to proceed with the preliminaries of preparation of a project report of the proposed circular railway, as necessary, so as to avoid any loss of time in setting in motion the processes for execution of the scheme, if finally approved.

### Reply of Government

A senior officer of the Railway Board is a member of the Study Team on Metropolitan Transport of the Planning Commission. Besides, close liaison is always maintained by the Railway Board with the Planning Commission on issues relating to Metropolitan Transport. An organisation under the charge of a Chief Administrative Officer has been set up for undertaking final location and traffic surveys for the proposed suburban dispersal line in Calcutta from Dum Dum to Prince Ghat. The cost of the survey is estimated at Rs. 25 lakhs and an amount of Rs. 15 lakhs is proposed to be spent during 1969-70 on this survey. The actual construction work can commence after the final location survey is completed.

[Ministry of Railway's O.M. No. 69-B (C)-EC/IV/70, dated 18th August, 1969|Sravana 27, 1891].

### Recommendation (Serial No. 12) Para. No. 2.71

The Committee are unable to appreciate how a scheme which had been processed through all the phases prior to the accord of sanction could be put off due to slight temporary fall in density of traffic in an intervening period. The Committee, therefore, recommend that the Ministry should endeavour to complete the economic study of cost/benefit of electrification of the Madras Vijayawada section which is currently being carried out for assessing the financial justification of the scheme and take a final decision for acceptance of the projects for execution very early.

### Reply of Government

It is noted that the above recommendation of the Estimates Committee relates to the electrification of Madras-Vijayawada section, for which sanction has not yet been issued. It was in the course of customary examination of this project that the purported fall in traffic was detected. The Committee would appreciate that electrification entails large funds and in the context of overall shortage of ways and means, it is only appropriate that such proposals are searchingly examined before sanction. It is in this light that the economic study of the cost/benefit of the electrification of Madras-Vijayawada section is now being carried out by the Ministry of Railways. The said study is expected to be completed shortly, whereafter final decision in regard to its execution will be taken.

[Ministry of Railway's O.M. No. 69-B (C)-EC/IV/70, dated 18th August, 1969|Sravana 27, 1891].

**Recommendation (Serial No. 13) Para No. 2.73**

The Committee note that in the Sealdah-Lalgola section a part of the whole section is electrified on 25 KV AC system and a small part is catered to by steam traction. They feel that economies are likely to result if the whole section is electrified. They would, therefore, suggest that studies may continue to be made on the basis of traffic carried during the last five or six years about the economics of electrifying the residual part of the Sealdah-Lalgola section.

**Reply of Government**

The observations of the Committee are noted. As recommended by the Committee, Eastern Railway has been advised to carry out a feasibility-cum-cost investigation of the electrification of Krishna Nagar City-Lalgola section *vide* copy of letter No. 69|RE|138|4 dated 6th August, 1969 enclosed (Appendix III)

[Ministry of Railway's O.M. No. 69-B (C)-EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

**Recommendation (Serial No. 14) Para. No. 2.78**

The Committee note that the electrification of two sections, namely Kharagpur-Tata Nagar and Sealdah-Ranaghat, DumDum Bongaon was sanctioned in 1960 by the Railway Ministry although the anticipated return to the projects was less than the normal return of 7 per cent. They also note that electrification of two sections, namely Gardhrubeswar-Adra-Jyochandipahar and Rourkela-Birmitrapur was done as an operational necessity. The Committee hope that while taking up electrification of new sections the Ministry would keep in view that the anticipated return does not normally fall below 7 per cent on the capital outlay which is the present norm laid down for the selection of a project for electrification.

**Reply of Government**

The recommendations of the Committee are noted and the same will be kept in view at the time of sanctioning electrification schemes in future.

[Ministry of Railway's O.M. No. 69-B (C)-EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].



### **Recommendation (Serial No. 15) Para No. 2.79**

The Committee are surprised to note that the Railway Board have no statistics to show the actual returns on the sections so far electrified as against the returns they had anticipated at the time of projects were sanctioned. They are of the view that the Ministry should set up the necessary machinery for evaluating the percentage of return on capital outlay in each project with a view to see to what extent their anticipations in regard to earnings have been realised.

### **Reply of Government**

The recommendations of the Committee are noted. The Ministry of Railways have appointed a Committee to look into this and other allied aspects. The matter is under examination.

[Ministry of Railway's O.M. No. 69-B (C)-EC/IV/70, dated 18th August, 1969|Sravana 27, 1891].

### **Recommendation (Serial Nos. 16 & 17) Para Nos. 3.42 and 3.43**

The Committee are of the opinion that the reasons advanced for decentralisation of the centralised Railway Electrification organisation, i.e. economy and efficiency, are not amply borne out by the facts as brought out before the Committee. In the past, preliminary survey, estimating and even technical advice etc. for electrification projects at places like Virar, Sabarmati, Madras-Vijayawada, Igatpuri-Bhusaval and Madras Beach-Villupuram, which were far away from the headquarters at Calcutta, had been directly conducted by the Railways Electrification Organisation as it existed at Calcutta before re-organisation. The Ministry of Railways themselves have commended the good work done by the organisation. Moreover, while the establishment of Railway Electrification organisation is being gradually reduced at Calcutta, expansion in the strength of officers and staff is taking place in the Railway Board, New Delhi, the RDSO, Lucknow and the Zonal Railways. As and when in future any electrification work is taken up by the zonal railways, it is more likely than not, there will be expansion in the strength of officers and staff there also. In these circumstances the Committee are doubtful whether it has been a wise step to decentralise a well-knit compact organisation which had acquired the technical know-how and which is stated to have achieved a pace of work comparable with that of other advanced countries of the world.

Now that the de-centralisation of the Railway Electrification organisation at Calcutta has already taken place due to administrative convenience, the Committee would not like to make any further comments on this issue for the present. They would, however, suggest that

the Ministry of Railways should keep a careful watch over the developments in this regard and report to Parliament after a couple of years as to what extent economy and efficiency has been achieved as a result of re-organisation of the "Railway Electrification."

### Reply of Government

The observations of the Committee are noted. As recommended by the Estimates Committee, a report will be submitted to the Parliament after a couple of years on the economy and efficiency achieved as a result of re-organisation of the Railway Electrification Organisation.

[Ministry of Railway's O.M. No. 69-B (C)-EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

### Recommendation (Serial No. 18) Para No. 3.44

The Committee would also urge that proper accounting of the workload of electrification of the railways, the expenditure incurred thereon and the progress made therein should be maintained in the zonal railways as also in the Ministry of Railways (Railway Board) so that a clear indication about the progress of work and expenditure involved in electrification of railways is clearly discernible.

### Reply of Government

The observations of the Estimates Committee are noted. In fact, as per extant instructions, Railways are to maintain separate account of expenditure for such projects, whereby the physical progress of the work and expenditure incurred thereon is constantly available.

[Ministry of Railway's O.M. No. 69-B (C)-EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

### Recommendation (Serial No. 19) Para No. 4.4

The reasons for slower tempo of works leading to savings in the actual expenditure during the last three years have already been commented upon earlier. The Committee would only like to point out that there have been variations between the original estimates and the revised estimates and between the revised estimates and actual expenditure during the last three years, which indicates scope for realistic budgeting and efficient implementation of schemes.

### Reply of Government

The observations of the Estimates Committee are noted. As recommended by the Committee the Railways have been instructed to exercise

necessary care in preparing realistic budget and ensure efficient implementation of the schemes *vide* copy of letter No. 69|RE|138|4, dated 6-8-1969 enclosed (Appendix IX).

[Ministry of Railways' O.M. No. 69-B(C)-EC|IV|70, dated 18th August, 1969|Sravana, 27, 1891]

#### **Recommendation (Serial No. 21) Para No. 5.26**

As regards the casual labour, the Committee note that they have to take their chance along with other casual labour whenever regular vacancies occur. The Committee trust that in filling up regular vacancies of labour, due consideration is given to the work done and experience gained by labour in various railway projects.

#### **Reply of Government**

The recommendation of the Committee is already being observed in full.

[Ministry of Railways' O.M. No. 69-B (C) -EC|IV|70, dated 6-9-1969, Bhadra 15, 1891].

#### **Recommendation (Serial No. 22) Para No. 5.27**

The Committee have no doubt that the Ministry will ensure, as promised to the Committee, that there is no retrenchment in the cadre of gazetted and non-gazetted employees of the erstwhile Railway Electrification Organisation and steps will be taken to utilise the experience and expertise acquired by them during the last 14 years to the benefit of the entire railway organisation.

#### **Reply of Government**

It is the policy of the Government to avoid retrenchment to the maximum extent possible. Hence Railway servants found surplus to requirements are absorbed against alternative posts for which they are found suitable, after imparting to them training, where necessary.

[Ministry of Railways' O.M. No. 69-B (C) -EC|IV|70, dated 6-9-1969, Bhadra 15, 1891].

#### **Recommendation (Serial No. 24) Para 6.22**

The Committee are glad to be told that there is a gradual reduction in the foreign exchange component in the capital and annual recurring cost of diesel traction and electric traction and this would be reduced to 10 per cent, in 1975 as against 83 per cent in 1965. The Committee trust that this reduction will be achieved.

**Reply of Government**

The observations of the Committee are noted.

[Ministry of Railway's O.M. No. 69-B (C)-EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

**Recommendation (Serial No. 25) Para 6.26**

The Committee are happy to note that the Railways have stopped buying any electric locos from foreign sources. The committee hope that it will be possible for the Railway authorities to reduce the cost of locos produced in India

**Reply of Government**

The observations of the Committee are noted Chittaranjan Locomotive Works, who are manufacturing electric locomotives have been advised of these observations.

[Ministry of Railway's O.M. No. 69-B (C)-EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

## CHAPTER III

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

#### Recommendation (Serial No. 5) Para No. 2.33

The Committee note that the Railways have been able to energise a total of 1962 route Km and 4804 track Km on 25 kV AC system during the period from August 1960 to 31st March 1966. The Committee are, however, distressed to note that a large number of schemes which were originally included in the Second and Third Five Year Plans had to be carried forward to the Third and Fourth Five Year Plan periods respectively. Some schemes are likely to be thrown forward even beyond March, 1971. While appreciating that electrification works take considerable time for completion and entail concurrent co-ordination with different authorities—Central as well as State the Committee fail to understand why *firm target dates cannot be laid down* on realistic basis and strictly adhered to after fully taking into account the inherent difficulties like the supply of power, procurement of material and equipment, etc. They feel that it is better to take up such of the schemes as are likely to be completed within the scheduled time and within the resources available instead of dissipating energy and money on different schemes which do not stand any chance of being taken up and completed within the target dates.

#### Reply of Government

While the Ministry of Railways share in full the anxiety of the Committee for fixing realistic target dates for electrification works and adhering to them, they would respectfully state that despite their very best efforts in this direction, it is not always possible and practicable to do so. As explained in the course of the evidence on behalf of this Ministry, Electrification works are inherently widely scattered calling for both inter-departmental and intra departmental coordination, as well as association without side agencies. Electrification Projects are also subjected to extraneous disturbing factors like industrial and labour climate in the area of operation, difficulties arising out of the other international developments e.g. closure of the Suez Canal, problems of Rhodesia etc. etc. over which the Railways had no control.

Ministry of Railways, therefore, feel that while all efforts will be continued to fix realistic target dates on the basis of known variables, the possibility of relegation of these target dates cannot be entirely ruled out.

The inherent psychological advantages of sticking slightly tight target dates to the executing authority have also to be considered.

[Ministry of Railways' O.M. No. 69-B(C)-EC/IV/70, dated 18th August, 1969|Sravana 27, 1891].

### **Recommendation (Serial No. 20) Para No. 5.25**

The Committee regret to note that when such Projects as Railway Electrification, for which a separate organisation was specifically created about 14 years ago, are completed, there is large scale reversion of employees and retrenchment of casual labour. The Committee need hardly point out, as had already been admitted by the representative of the Ministry of Railways, that such reversions create a sense of discontent among the officers and staff. The Committee would, therefore, like to suggest that the Ministry of Railways should give a thorough and careful consideration to this aspect and consider the feasibility of absorbing the employees in equivalent grades or posts in other projects which might be progressing under the Railways in any other part of the country.

### **Reply of Government**

Except for Class IV posts which are mostly manned by Casual Labour, all other posts in the Railway Electrification Organisation have generally been filled by drafting staff from the Railways. In the initial stages some staff was also locally recruited in the Railway Electrification Organisation. Due to abundant chances of promotion on the Railway Electrification Project and less rigorous standards of selections as compared to those on the Open Line, many of these staff have been promoted to higher posts on the Railway Electrification Project. When the main work of the Railway Electrifications Project came to a close, these staff had to face reversion. While this has caused some discontent among them, it will be appreciated that if these staff are sent out to fill the posts on the Projects under various Railway Administrations as recommended by the Committee, there would be a great deal of resentment and frustration among the regular open line staff of the Railway Zones because the posts on the local Projects are ex-cadre posts which are ordinarily filled from amongst the regular open line staff of the concerned Railway Zones. The filling up of these posts by the Railway Electrification staff would cause

a legitimate grievance among such open line staff who would feel aggrieved at their legitimate prospects having been taken away by a different Organisation. The difficulty, however, would not arise if the staff of the Railway Electrification are absorbed on Projects having an entity independent from Railways such as the Metropolitan Transport Projects at Bombay and Calcutta which are under the direct control of the Railway Board. These projects, at present, have no absorbing potential as they have yet to complete the final location survey. The work can commence only after the estimates have been prepared and approved. The entire process will take a long time. Hence it is too early to consider the problem of Railway Electrification surplus staff with reference to the future absorbing potential of those projects. It is most likely that by the time those projects get going, the Railway Electrification men would finally have settled down on the open line.

In view of the above, it is feasible to accept this part of the Estimates Committee's Recommendation.

[Ministry of Railway's O.M. No. 69-B(C)-EC/IV/79, dated 6-9-1969|Bhadra 15, 1891].

#### **Recommendation (Serial No. 23) Para No. 6.10**

The Committee note that the Railways are one of the major consumers of electricity and any fluctuation in its tariff will have repercussions on the operating costs of the Railways. The Committee find that the present overall rate per unit of electricity purchased by the Railways from different agencies varies from 8 to 13.2 paise. The Committee suggest that the Government may examine the feasibility of evolving a uniform formula for determining tariff payable by the Railways for purchase of electricity from different State Electricity Boards. They also suggest that before starting their own generating stations at considerable cost, the Railways should explore the possibilities of obtaining electricity at reasonable rates from State Electricity Boards, by entering into long term agreements with them.

#### **Reply of Government**

Observations of the Committee are noted. Ministry of Railways share in full the views of the Committee and will continue their efforts with the Ministry of Irrigation and Power who have been requested to examine the feasibility of evolving a uniform formula for determining the electricity tariff payable by the Railways for purchase of electricity from different State Electricity Boards *vide* copy of U.O. No. 69|RE|138|4, dated 6th August, 1969 enclosed (Appendix V) Ministry of Railways also assure that before contemplating establishment of Railway

Power Houses, they would duly explore possibilities of securing reasonable rates for supply of electricity from the State Electricity Boards.

[Ministry of Railways' O.M. No. 69-B (C) -EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

#### **Comments of the Committee**

The Committee would like to be informed of the action taken in due course.



## CHAPTER IV

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

#### Recommendation (Serial No. 2) Para, No. 2.19

The Committee are, however, not fully convinced of the reasons for deciding in June, 1954 to electrify Howrah-Burdwan main line and Sheoraphuli—Tarakeswar branch line with 3,000 Volt DC traction and not adopting 50 cycles AC system of traction when in the interim report submitted by Shri S. Sarangapani in 1954 it was clearly stated, "The single phase 50 cycles AC system has recently come into prominence with its adoption on certain sections of the French Railways and in the Belgain-Congo and was favoured on account of its lower costs of overhead equipment compared to the DC system especially on railways where the traffic density cannot otherwise justify electrification. The results of the working of these sections are being watched with keen interest all over the world". The Committee feel that without waiting for the original report of the Sarangapani Committee, the Railway Board could have initiated experiments to decide for themselves whether AC traction, which had come into prominence in France and some other countries, could be suitable under Indian conditions before they went in for 3,000 Volt DC traction in the Calcutta area. The Committee are not able to appreciate the course of action adopted by the Railway Board and they feel that the expenditure amounting to about Rs. 7½ crores, which was subsequently necessitated for conversion from DC to AC traction in the Calcutta area within a period of two to three years, could perhaps have been avoided.

#### Reply of Government

The Ministry of Railways note that the Committee are not fully convinced of the reasons for adoption of 3,000 V DC in Calcutta area in 1954.

It may be re-iterated that 25 KV AC traction technology was not sufficiently advanced in 1954 for large scale adoption in Calcutta area. Any efforts to anchor to a quasi-developed system which may or would not have worked satisfactorily would perhaps have retarded introduction of electric traction in that area and also limited the capacity of the Railways to carry the ever-increasing traffic in the zone. The Railways, therefore, adopted a system which had stood the test of time.

As for the initiating the trial recommended by the interim report by Sarangapani Committee in 1954 it is to be borne in mind that trial with this new 25kV AC system which *inter alia* included development of suitable locos, EMUs and other ancillary equipments had already been well under way in Europe for the varying scopes of its application. Trial with any such system apart from being an unduly expensive experiment, also assumes availability of the industrial wherewithall for development of the sophisticated electrical equipment for the contact system, supply system and the rolling stock. In the context of the development of our industrial base in the country during the Fifties, it was almost unimaginable that our trials would yield either effective or speedier results than those expected from developments abroad. This supposition has been more than fully proved by subsequent events.

In the context of the above, the Ministry of Railways would respectfully urge that the decision taken by them in 1954 for electrification on 3,000 V DC was the best possible solution. Further as soon as the superiority of the AC 25 kV 50 cycle was established beyond reasonable doubt, the Ministry lost no time in ordering a survey to assess the economies of conversion of the section to AC. The conversion was subsequently carried out at a cost of Rs. 3.47 crores (excluding rolling stock which after conversion are still in use). Moreover, by virtue of this conversion, the Ministry of Railways also envisaged substantial return by way of reduced operating expenses as compared to the continuation of the old 3,000 V DC system.

[Ministry of Railways' O.M. No. 69-B (C) -EC|IV|70, dated 18th August, 1969|Sravana 27, 1891].

### Comments of the Committee

Please see Chapter I.

NEW DELHI;  
December 26, 1969.

*Pausa* 5, 1891 (*Saka*)

M. THIRUMALA RAO,  
Chairman,

*Estimates Committee.*

## APPENDIX I

(Vide reply to recommendation serial No. 7 in Chapter II)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 69|RE|138|4.

New Delhi, dated 7th August, 1969.

The General Manager,  
All Indian Railways.

SUBJECT: *Railway Electrification Works on Indian Railways.*

Arising out of the recommendations made by the Estimates Committee in their 70th Report and Board's reply thereto, the Board desire that electrification works wherever in progress should not wait for completion of yard remodelling works except in emergent cases. However, provision for such remodelling should invariably be kept in the design so that future changes do not pose difficulties at later stages.

2. Further, the completion of link lines wherever involved, should be ensured to enable commencement of electrification works.

3. Please acknowledge receipt.

Sd/. M. L. KHULLAR,  
Director Railway Electrification (E),  
Railway Board.

## APPENDIX II

(Vide reply to recommendation Serial No. 9 in Chapter II)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 69|RE|138|4.

New Delhi 6 August, 1969.

The General Managers (Electrification),  
All Indian Railways.

**SUBJECT:** *Cabling of the long distance tele-communication circuits on sections where electrification schemes are in progress.*

The Board have sometime back decided that the Railways should undertake themselves the job of cabling of long distance tele-communication circuits which has previously been the responsibility of the P. & T. Department.

2. The Estimates Committee while examining the estimates of the Railway Electrification Projects in their 70th Report, have recorded that "the Committee hope that delay in execution of electrification of railway lines on this score could henceforth be obviated." The Board, therefore, desire that the Railways on whose jurisdiction, electrification works are in progress, should endeavour to complete the work of laying of tele-communication cables well in advance of the actual energisation of the section with a view to obviate any delay on this score in execution of electrification of railway lines.

Please acknowledge receipt.

Sd/. M. L. KHULLAR,  
Director, Railway Electrification (E),  
Railway Board.

### APPENDIX III

(Vide reply to recommendation Serial No. 13 in Chapter II)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 69|RE|138|4.

New Delhi, dated the 6th August, 1969.

The General Managers (Electrification),

All Indian Railways.

Calcutta.

SUBJECT: *Electrification of Sealdah-Lalgola section of the Eastern Railway.*

The Estimates Committee while examining the estimates of Railway Electrification Project, have recommended in their 70th report that feasibility-cum-cost-investigation of electrification of Krishna Nagar City-Lalgola section on the Sealdah Division may be carried out on the basis of traffic carried to the last five to six years. The Board desire that the feasibility-cum-cost investigation for electrification of Krishna Nagar City-Lalgola section should be carried out and submitted to them at an early date for their consideration.

Sd/. M. L. KHULLAR,  
Director, Railway Electrification (E),  
Railway Board.

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## APPENDIX IV

(Vide reply to recommendation Serial No. 19 in Chapter H)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No. 69|RE|138|4.

New Delhi, dated the 6th August, 1969.

The General Managers (Electrification),  
All India Railways.

SUBJECT: *Realistic Budgeting and efficient implementation of electrification schemes.*

Recommendation No. 19 contained in Appendix III of the 70th Report (Fourth Lok Sabha) of the Estimates Committee (1968-69) on Ministry of Railways—Railway Electrification Projects is reproduced below:

“The reasons for slower tempo of works leading to savings in the actual expenditure during the last three years have already been commented upon earlier. The Committee would only like to point out that there have been variations between the original estimates and the revised estimates and between the revised estimates and actual expenditure during the last three years, which indicates scope for realistic budgeting and efficient implementation of schemes.

Board desire that as recommended by the Estimates Committee, necessary care may be exercised in preparing realistic budgets and ensure efficient implementation of the electrification schemes wherever in progress.

Please acknowledge receipt.

Sd/. M. L. KHULLAR,  
Director, Railway Electrification (E),  
Railway Board.

## APPENDIX V

(Vide reply to recommendation Serial No. 23 in Chapter III)

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

**SUBJECT:** *Evolving a uniform formula for determining the electricity tariff payable by the Railways for purchase of electricity from different State Electricity Boards.*

An extract of the recommendation No. 23 contained in Appendix III of the 70th Report (Fourth Lok Sabha) of Estimates Committee (1968-69) on Ministry of Railways—Railway Electrification Projects is reproduced below:

“The Committee note that the Railways are one of the major consumers of electricity and any fluctuation in its tariff will have repercussions on the operating costs of the Railways. The Committee find that the present overall rate per unit of electricity purchased by the Railways from different agencies varies from 8 to 13.2 paise. The Committee suggest that the Government may examine the feasibility of evolving a uniform formula for determining tariff payable by the Railways for purchase of electricity from different State Electricity Boards.”

The Ministry of Irrigation and Power is requested to kindly examine the feasibility of evolving a uniform formula in determining the tariff payable by the Railways for purchase of Electricity for electric traction from different States Electricity Boards as recommended by the Estimates Committee. This Ministry may also be kept apprised of the action taken in the matter.

Please acknowledge receipt.

Sd]. M. L. KHULLAR,  
Director Railway Electrification (E),  
Railway Board.

*Ministry of Irrigation and Power, New Delhi.*

[Ministry of Railways (Railway Board's) U.O. No. 69|RE|138|4, dated the 6th August, 1969].

## APPENDIX VI

(*Vide* Introduction)

*Analysis of the action taken by Government on the recommendations contained in the 70th Report of the Estimates Committee*

1. Total number of recommendations.	25
2. Recommendations which have been accepted by the Government ( <i>vide</i> recommendations Nos. 1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24, 25.)	
Number	21
Percentage to total.	84
3. Recommendations which the Committee do not desire to pursue in view of Government's reply ( <i>vide</i> recommendations Nos. 3, 20 and 23).	
Number	3
Percentage to total.	12
4. Recommendation in respect of which reply of the Government has not been accepted by the Committee ( <i>vide</i> recommendation No. 2).	
Number	1
Percentage to total.	4



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