

ESTIMATES COMMITTEE

1958-59

TWENTY-SEVENTH REPORT

THE MINISTRY OF RAILWAYS

**Action Taken by Government on the recommendations of
the Estimates Committee contained in the Twenty-first
Report (First Lok Sabha) on Track Renewal, Steel,
Sleepers and Rolling Stock**



सत्यमेव जयते

LOK SABHA SECRETARIAT

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C O R R I G E N D A

Twenty-Seventh Report of the Estimates Committee on action taken by the Government on the Recommendations contained in the Twenty-first Report (First Lok Sabha) on the Ministry of Railways.

- Contents, Appendix IV, Insert "(Railway Board)" after "Ministry of Railways"
- Page 1, line 24; read "trials" for "trails"
- Page 1, line 25; read "the" for "th"
- Page 12, col.4, line 10; read "1955" for "1945"
- Page 13, col. 3, line 7; read "Question" for "uquestion"
- Page 13, col.3, line 10; add "are" before "not hard hit"
- Page 42, col.3, line 7; read "the" for "this"
- Page 43, col.3, line 16; read "Workshop" for "workshop"
- Page 44, col.4, line 25; read "Jessops" for "Jessop"
- Page 51, col.4, line 20; read "extant" for "extent"
- Page 53, col.4, line 3 from bottom, read "Jessops" for "Jesops"
- Page 64, col.3, line 12; read "lesser" for "leaser"
- Page 65, col.4, line 15; read "Railways" for "Railyways"
- Page 66, col.4, line 17; delete "." after "steel"

3. British Book Depot, 84
ganj, Lucknow. ie 7; read "Ministries" for
4. Imperial Book Depot,
Street, Poona Camp., against line 12 of col.3;
and "57" respectively
5. The Papular Book De,
Lamington Road, Bo ie 7; read "Food" for "food"
ne 20; read "Railways" for
6. H. Venkataramial
Vidyanidhi Book L ne 8; read "9'x8"x5" for
Statue Circle, Mys'
7. International Book ne 18; read ", " for ", , "
Road, Trivandrum, d"
8. The Presidency Bne 13; read "whole" for "wohle"
8-C, Pycroft's Ro ne 13; read "and its" for
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9. Atma Ram & Sdne 2; read "Seraing" for
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10. Book Centre, Opp line 4. from bottom; read
Patna. for "Products"
11. J. M. Jaina & from bottom, read
Gate, Delhi-6. " for "licences"
12. The Cuttack L; read "licensed" for
Cuttack-2.
13. The New Book t " read "department" for
Place, New L.
14. The New Bo; read "Estimates
Mall, Simla. Shri T.N. Vishwanatha Reddy"
T.N. Vishwanath Reddi"
15. The Central I
Connaught (
16. Lok Milap,
Bhavnagar.
17. Reeves & Co., 29, Part Succ... idents Stores,
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(i)

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1958-59**

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*Elected w.e.f. 28-8-1958 *vice* Shri Mahavir Tyagi resigned.

†Elected w.e.f. 17-9-1958 *vice* Shri J. Rameshwar Rao resigned.

INTRODUCTION

I, the Chairman of the Estimates Committee having been authorised by the Committee, present this Twenty-seventh Report of the Estimates Committee of the Lok Sabha on action taken by Government on the recommendations contained in the Twenty-first Report of the Estimates Committee of the First Lok Sabha.

2. The Twenty-first Report of the Estimates Committee was presented to the House on the 1st March, 1956. The Government furnished their replies indicating action taken on the recommendations/conclusions in this report between the 15th October, 1956 and 1st February, 1958. The Ministry was requested to furnish clarification on certain points arising out of their replies. The replies (including replies to points for further clarification) were examined by the Study Group of the Estimates Committee on the 15th July, 1958 and 3rd September, 1958. This report includes the replies of the Ministry to the original recommendations of the Committee as well as replies to the points for clarification.

3. The Report has been divided into four Chapters.

I. Report

II. Recommendations that have been accepted by the Government.

III. Replies of the Government that have been finally accepted by the Committee.

IV. Replies of the Government that have not been finally accepted by the Committee.

4. An analysis of the action taken by the Government on the recommendations contained in this Twenty-seventh Report is given at Appendix V.

NEW DELHI;

The 19th September, 1958.

BALVANTRAY G. MEHTA,

Chairman,

Estimates Committee.

CHAPTER I

Report

The Estimates Committee, in Para 14 of the 21st Report (First Lok Sabha), pointed out that no satisfactory progress had been made with regard to the welding of rails despite the fact that the Indian Railway Enquiry Committee (1947), had recommended the adoption of welded rails on a sufficiently large scale, and suggested that a definite annual programme of welding should be chalked out by the Ministry so that the practice of using welded rails might be extended rapidly on Indian Railways. The Ministry, in their reply dated 15-10-56, indicated the progress made till then in the welding of rails stating that although according to their experience welding of track did not lead to any direct economy, there were more than one indirect advantages. Further, the whole subject was said to be still under examination and it was stated that a policy for welding of rails on Indian Railways by Flash Butt process (stationary or mobile plants) and by Fusion process, length of welding, etc. would be laid down, after certain experiments had been carried out in the field, specially about lengths of welded rails. The Ministry was further asked to state if the policy regarding welding of rails had since been finalised. The Ministry in their reply dated 11-4-1958 stated that it was difficult to lay down a final policy for welding rail joints as the theory and practice on the subject were still progressing. Indian Railways had experience of welded rails of 210 ft. length whereas the modern tendency was for longer welded rails. It has further been stated that the strength and maintenance methods of track on Indian Railways are different from those of the countries which are experimenting on the longer welds. The Ministry, however added that trails with half mile long welded rails would shortly be carried out. *The Committee are not satisfied with the progress made in the welding of rails on Indian Railways since 1947 when the recommendation on the subject was first made by the Indian Railway Enquiry Committee. The Committee would, therefore, like to reiterate their recommendations that the individual railways should be asked to chalk out a definite annual programme so that, the practice of using welded rails may be extended rapidly on Indian Railways.*

2. In Para 42 of the 21st Report (First Lok Sabha), the Committee suggested to the Ministry of Commerce & Industry to expedite the survey of ports and mines with a view to stepping up the export of Iron and Manganese ore so that in return more steel could be obtained from the importing countries for the use of the Railway. *The Committee regret to note that no reply to the recommendation has so far been received either from the Ministry of Commerce & Industry or from the Ministry of Railways. They suggest that action taken on this recommendation may be intimated to the Committee without any further delay, and that suitable steps may be taken to avoid such abnormal delays in intimating the action taken on the recommendations of the Committee.*

CHAPTER II

Recommendations that have been accepted by the Government

S. No. (as in the Appendix IV of the 21st Report)	Reference to Paragraph of the Report	Summary of Recommendations/conclusions	Government's reply
1	2	3	4
1	7	<p>The Committee consider it unfortunate that information regarding the arrears of Track Renewal at the beginning of each of the last four years was not available with the Railway Ministry especially in view of the fact that more than 1600 miles of track was under speed restrictions due to arrears of track Renewal. The Committee recommend that in future information about the arrears of Track Renewal as well as speed restrictions should be obtained and incorporated in the Annual report of the Railway Ministry, Railway-wise and Gauge wise.</p>	<p>Noted. <i>Ministry of Rlys. O. M. No. 56-B (c) 6000/Recommendations (21) dated 30-11-1956</i>].</p>
7	16	<p>The Committee understand that the Railway Technical Officers abroad have been asked to study and submit a report on the working of the "Alweg Bahn" Mono Rail System in Germany and also that the Railway Research Centre has</p>	<p>Noted. Necessary investigations are being made. <i>[Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 20-2-1957]</i>.</p>

been asked to undertake a more comprehensive study of this subject. The Committee consider that the matter deserve careful consideration and if it could be introduced in the conditions prevalent in our country, it might be tried on certain selected routes e.g., in the proposed ring-Railway around Delhi.

9 24 Non-availability of the required quantities of steel has considerably affected the programme of development and expansion in the Railways.

Noted. No remarks are called for.

[Ministry of Rlys. O.M. No. 56-B (6) 6000/
Recommendations (21) dated 15-10-56]. *

(Further information called for by the Committee) Please furnish a detailed note on the results achieved by the Railway Steel Mission in the matter of purchases of steel and structural requirements from abroad.

The total requirements of *Steel Track Materials* of the Railways during the Second Five Year Plan amount to some 24 lakh tons consisting of Rails, Fish Plates, Steel Sleepers, etc. Indigenous Production of these materials at present is only about one *lakh tons per year* and nearly 70 per cent of the requirements have to be imported.

(L.S.S. O.M. No. 98-EC-II/56 dated 27-12-1957).

2. The procurement of steel track materials was the responsibility of the Iron and Steel Controller under the Ministry of Steel, Mines and

Fuel, but, in order to expedite the procurement, this work was, with effect from 1-4-1957, taken up by the Ministry of Railways. Following a Global Enquiry, which was issued at the end of April, 1957, a Steel Purchasing Mission was sent abroad to contact the producers, scrutinise the quotations received in response to the Enquiry and to place orders to meet the requirements upto the year 1958-59 and to cover the previous outstandings.

3. The details of the quantity of Iron and Steel ordered by the Mission are as follows:—

Item	Orders (Lac tons)
(i) Rails, 90 lbs., 75 lbs., 60 lbs. and 50 lbs.	3.06
(ii) Fish Plates & Bearing Plates26
(iii) Pig Iron for Sleepers	1.30
(iv) Plates for wagon building20
(v) Steel Sleepers48
	<hr style="width: 100%; border: 0.5px solid black;"/>
	5.30

Details of the contracts entered into by the Mission are given in the statement (Appendix I).

As mentioned in para 2, the Ministry of Railways have undertaken procurement by imports of only track material.

Responsibility for supplies of other grades of steel, including structural steel, continues to remain with the Ministry of Steel, Mines and Fuel.

[*Ministry of Rlys. O.M. No. 56-B(c)6000/Recommendations (21) dated 28-2-1958*].

More than 20 % of the funds allotted for (i) Bridges, (ii) Structural and other works under Development Fund and (iii) Track Renewal lapsed in the years 1952-53 and 1953-54 mostly due to short supply of steel.

Noted. No remarks are called for.

[*Ministry of Rlys. O.M. No. 56-B(c)6000/Recommendations (21) dated 15-10-1956*].

The Committee understand that the supply position would definitely improve with the first extra production from the Tata Expansion Scheme in

Noted. No remarks are called for.

10 26

11 28

the latter half of 1958 and also with the first production from the Rourkela Steel Plant in the beginning of 1959.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/ Recommendations (21) dated 15-10-1956*].

Noted. No remarks are called for.

The Committee hope that both the Ministries of Railways and Commerce and Industry will make endeavours to secure the current arrears and the requirements of the Railways of about 3,92,000 tons of steel by the 31st March, 1956 so that the Railways could start their Second Five Year Plan with a clean slate.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/ Recommendations(21) dated 15-10-1956*].

The Railway Board have agreed in principle to extend the use of Thomas Quality steel to meet the requirements of Railways for which it will be acceptable. The railway's total requirements of steel for the Second Five Year Plan are estimated in the neighbourhood of one million tons per year, out of which it is expected that .3 million tons may be available from indigenous production. The balance requirements of .7 million tons will have to be imported. In view of the shortage of steel all over the World, it has been decided to accept Thomas quality steel to the extent possible. The Ministry of Railways have also associated two of its technical officers with the Steel

Mission of the Ministry of Commerce and Industry which left for Europe in the first week of May. The Railway technical officers will study the methods of manufacture and the specifications to evaluate the-availability and quality of steel produced in some continental countries for use on the Indian Railways.

[*Ministry of Rlys. O.M. No. 56-B (c) 6000/ Recommendations (21) dated 15-10-1956*].

(Further information called for by the Committee)

Please furnish a detailed note as to the quantity of steel of Thomas Quality as well as of Metric System accepted by the Ministry of Railways during the years 1955-56, 1956-57 and 1957-58 till date. The percentage of these two qualities in relation to the total supplies of steel may also be indicated.

(*L.S.S. O.M. No. 98-EC-II/56 dated 27-12-57*).

15 35 The Committee understand that the Metric sections could be adopted in new lines and in doublings of lines provided that the difference was not

[*Ministry of Rlys. O.M. No. 56-B (c) 6000/ Recommendations (21) dated 29-2-1958*].

As regards the Track, the permanent way materials having achieved a high degree of standardisation it is neither considered

material. Even if imports continue to be made from the countries which are on the F.P.S. system, the Committee would suggest that the new equipment that might be ordered from them could be arranged to be supplied in Metric system. The existing equipment need not have to be discarded because of the change-over but only conversion tables will have to be provided. In some cases, the extra provisioning would be necessary over a period of time so as to have spare parts manufactured under both the systems.

practicable nor desirable to change over to the Metric system for them beyond specifying them in metric units. If, however, sections of rails are required to be designed to heavier weights than at present adopted as standard on the Broad Gauge and Metre Gauge, the possibilities of adopting the metric system will be considered.

As regards new equipment pertaining to Workshop Machinery, it is proposed that :—

- (a) General Purpose machines where measurement is by scales affixed, such as planers, shapers, slotters etc. these would be indented with the Inch scales as well as Metric scales.
- (b) Machines required for screw cutting and gear cutting work would be indented with duplicate equipment suitable for Inch system and for Metric system, depending upon requirements the machine has to fulfil.

It would, however, be ensured that this change over will not result in holding up of production in the transition stage.

[Ministry of Rlys. O.M. No. 56-B(c) 6000/ Recommendations (21) dated 15-10-56].

16 The Committee are glad to note that the Railways have now decided to accept steel of Thomas Quality and in millimetre sections. The Committee now expect that the Ministry of Commerce and Industry will ensure timely and adequate supply of steel to Indian Railways during the Second Five Year Plan.

Noted. No remarks are called for.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 15-10-1956*].

17 The Committee are not fully convinced that adequate co-ordination existed in the past between the Ministries of Commerce and Industry and Railways. The Committee are, however, glad to learn that a liaison officer is being posted by the Railways in the Office of the Iron and Steel Controller to watch timely supplies of steel to the Railways. The Committee recommend that there should be periodical meetings between the representatives of the two Ministries to review the position of steel supply to the Railways.

Noted. A Dy. Railway Liaison Officer has already been posted in the office of Iron and Steel Controller, Calcutta, and meetings are also being held as often as possible with the Ministry of Commerce and Industry.

[*Ministry of Rlys. O.M. No. 56-B(c)6000/Recommendations (21) dated 15-10-56*].

18 As reduction in the use of steel is an important matter, the Committee suggest that intensive research should be made so that suitable substitutes for steel might be found. Similarly a drive should be initiated for economising the use of steel.

The Committee's recommendation is noted.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 30-11-1956*].

The Committee suggest that the setting up of a steel foundry at Chittaranjan should be expedited and also that the feasibility of setting up a few more steel foundries at suitable places should be carefully examined. The Committee understand that there is considerable time lag between the grant of licences and actual establishment of foundries. The question of issuing a few more licenses as a measure of safeguard, may, therefore, be considered by the Ministry of Commerce and Industry. The Ministry should also investigate the causes for this time lag and, if necessary cancel the unutilised licenses. If need be, some of the foundries may be earmarked exclusively for the use of the Railways at selected centres.

(Further information called for by the Committee)

It is requested that fresh comments giving the latest position in regard to the setting up of a steel foundry at Chittaranjan and the setting up of a few more steel foundries may be furnished. The reply of the Ministry of Commerce and Industry on the subject, if since received, may also be supplied.

The setting up of a steel foundry at Chittaranjan is being progressed. An attempt is being made to find suitable consultants to advise on the design and lay-out of the foundry and setting up production. In regard to the suggestion for setting up a few more steel foundries, this will be examined carefully. The suggestion concerning the Ministry of Commerce and Industry will be forwarded to that Ministry.

[Ministry of Rlys. O. M. No. 56-B(c) 6000/ Recommendations (21) dated 15-10-1956].

Global Tenders for entering into contract in connection with setting up a steel foundry at Chittaranjan were called. In response thereto 15 tenders were received, and the same are under scrutiny of the Board and are likely to be finalised shortly.

A copy of letter No. E.I. 29(18)/56 dated 5-11-56 in this connection received from the Ministry of Heavy Industries is at Appendix III.

[Ministry of Rlys. O. M No. 56-B(c) 6000/ Recommendation (21) dated 30-1-1958].

23 The Committee consider that the suggestion with regard to procurement of steel from foreign countries by private agencies, fixing a ceiling price for the import of steel is worthy of consideration by the Ministry of Commerce and Industry.

The Ministry of Commerce and consumer Industries have advised as below :—

“The Ministry of Commerce and Consumer Industries has already liberalised the import policy considerably during the last two/three years as a result of which private importers/agencies have stepped up their imports appreciably as will be observed from the following figures of Commercial imports from 1950 to 1945 :—

1950	219,422 tons	} All categories of Iron and Steel, including Scrap and Tin plates.
1951	164,958 tons	
1952	185,840 tons	
1953	168,701 tons	
1954	330,309 tons	
1955	702,937 tons	}

In this connection, it may be mentioned also that the import duty on some important categories of Steel such as Sheets, Plates, Rails (excluding Fishplates), Bars and Rods and Structural has been removed in order to encourage private imports. As regards the question of a ceiling price, in practice this is being done already by the Iron and Steel Controller. Import Licences for all the Controlled categories of Iron and Steel are issued by the Iron and Steel Controller after considering the

price or prices at which the material is being offered from the foreign country concerned by private importers. The Import Licence is not issued if it is found that the price is high when compared with the corresponding price/prices of comparable categories offered by other foreign suppliers.”

[*Ministry of Rlys. O.M. No. 56-Bc 6000/ Recommendation (21) dated 15-10-1956.*]

The Ministry of Heavy Industries have advised as follows :—
“The Committee’s suggestion about uniform Pooled Price of Steel has already been implemented *vide* Gazette of India Extraordinary Notification under Part II Section 3 Issue No. 183 dated 11-6-1956.”

[*Ministry of Rlys. O.M. No. 56-Bc 6000/ Recommendation (21) dated 15-10-1956.*]

The Committee’s observation is noted

[*Ministry of Rlys. O.M. No. 56-B (c) 6000/ Recommendation (21) dated 15-10-1956.*]

The Committee’s observation is noted.

[*Ministry of Rlys. O.M. No. 56-B (c) 6000/ Recommendation (21) dated 15-10-1956.*]

23 44 The Committee understand that at present there are different prices of steel, *i.e.*, port prices and the destination prices, leading sometimes to incongruous results. The Committee recommend that this point should be examined by the Ministry of Commerce and Industry and the question of having a uniform pooled price throughout the country should be considered so that smaller factories and business establishments not hard hit.

24 45 The density of sleepers on foreign Railways is generally higher than on Indian Railways and this partly accounts for better speeds on foreign Railways.

25 46 Due to the chronic shortage of sleepers for several years, the programmes of replacement of sleepers on Indian Railways have fallen into arrears. On 1-4-1956, the mileage of track with arrears of sleeper renewals will be approximately 7,389. In some cases, the position is so serious that speed restrictions had to be imposed in the interest of safety. Thus, on 1-4-1955, 898 miles

of track were under speed restrictions due to arrears of replacements of sleepers.

28 60 The Committee feel that in the periodical conferences with the State Forest Departments and representatives of the trade, the Director General of Supplies and Disposals should be invariably associated as he not only procures timber for the Railways but also for other Departments of the Government of India.

Timber procurement for the Railways is at present being effected as under :—

(i) Wooden sleepers are being purchased direct by the Railways either through trade or by direct negotiations with State Forest Departments.

(ii) Timber for Carriage and Wagon workshops for coach building and repairs is being purchased through D.G. S. & D.

To ensure the requisite coordination, the Railway Board have requested the Ministry of Works, Housing and Supply to consider deputing an officer representing the D.G.S.&D. at periodical negotiations with the State Forest Departments for the purchase of sleepers.

[Ministry of Rlys., O.M. No. 56-B (c) 6000/Recommendations (21) dated 20-12-1957.]

(Further information called for by Committee)

Whether the representative of D.G.S. & D. will be invited to the periodical conferences to be held with the representatives of the trade and State Forest Departments for purchase of sleepers and timber.

The Ministry of Works, Housing and Supply have agreed to the association of a representative of the D.G., S. & D. at the periodical negotiations with the state Forest Departments for the purchase of sleepers, with

(L.S. S. O.M. No. 98-EC-II/56 dated 27-12-1957)

a view to ensure the requisite co-ordination envisaged by the Estimates Committee. They have stipulated, however, that the responsibility for the purchases of sleepers must rest totally on the Ministry of Railways, and no responsibility for terms and conditions, (including prices) would attach to the D.G., S.&D.

[Ministry of Rlys. O.M. No. 56-B (c) 6000/
Recommendation (21) dated 17-4-1958.]

29 The Committee are glad that the Railway Board have at last realised the need for putting an experienced officer on the task of procurement of sleepers and hope that he would be able to achieve concrete results during his tenure. As a long term arrangement, however, the Committee recommend that the post of Timber Advisory Officer should be revived so as to maintain day to day liaison between the Ministry of Food and Agriculture and the State Forest Departments on the one side and the Railway Board on the other. This officer will be the counterpart of the Forest Officer appointed in the Directorate General of Supplies and Disposals and the two should work in close contact with one another.

(Further information called for by the Committee).

A post of Timber Adviser of the status of a Director has already been created in the Board's Office with effect from 1-4-56 and Shri M.D. Chaturvedi, a retired Inspector General of Forests has been appointed against this post. At present, the post stands sanctioned upto 31-12-1957. The position regarding further extension of the post is being reviewed.

[Ministry of Rlys. O.M. No. 56-B (c) 6000/
Recommendations (21) dated 25-6-1957.]

The results achieved in the matter of procurement of Shri M.D. Chaturvedi, Timber Adviser has sleepers as a result of the efforts made by the been working with the Ministry of Railways

Timber Adviser, Shri M.D. Chaturvedi, may be furnished.

(L.S.S., O.M. No. 98-BC-II/56 dated 27-12-1957).

since 1-4-1956 as a whole time officer. Total receipt of wooden sleepers during the last three years from indigenous sources has been as follows :—

	1955-56	1956-57	1957-58
Broad Gauge (lakh Nos.) . . .	7.58	8.78	5.90
Metre Gauge (lakh Nos.) . . .	13.66	10.31	11.80
Narrow Gauge (lakh Nos) . . .	1.69	1.50	1.25
Specials (lakh cft)	13.75	17.60	12.84
TOTAL : CFT Lakhs.	60.00	62.00	50.00

2. Based on the sustained yield principles there is a limit to which the wooden sleepers can be produced in the country.

As the pressure of the Second Five Year Plan is being built up, the demand for timber,

of various other projects such as shipping, river valley schemes, State undertakings, housings, steel plants, Defence, Railway Carriage Workshops is adversely affecting our procurement. Stoppage of import of tea chests, scarcity of steel for building purpose, extensive use of Deodar on the Bhakra Dam and the rebuilding of the town of Bilaspur (Himachal) under submerison, have contributed to diversion of timber from sleepers to other industries. Unsettled conditions in Nepal and unprecedented floods in Kashmir have also upset our Estimates of 1957-58.

3. All the States were written to intimate their sleeper potential. The replies received so far indicate that the Railways will get to a maximum of about 55-60 lakhs cft. of wooden sleepers per year from the country.

Shri M. D. Chaturvedi's efforts have mainly resulted in arresting the shortfall. His energies are concentrated :—

- (a) in opening up new forest-going into inaccessible interiors ;
 - (b) in using hitherto unacceptable species after treatment. As for instance, 34 new species of timber are being treated and made fit for railway sleepers at the new Olavakkot Plant. Similarly in the Naharkatiya Plant (Assam) where six species were being treated and where Hollock,
-

Holong and Makai, the three main species have been diverted to other timber consuming industries, thirteen new species have been introduced.

He is maintaining excellent liaison with the States, D. G., S. & D. and other Ministries. Once a year he discusses supplies from each State with the State authorities where all problems are examined.

[Ministry of Rlys. O.M. No. 56-B (c) 6000/Recommendation (21) dated 20-6-1958].

30 64 As a result of short supply of sleepers of all kinds, heavy arrears of replacement have accumulated and the position in this respect has been deteriorating from year to year and needs urgent attention.

The Railway Board is fully alive to this important problem.

To meet the large demand of sleepers on the Indian Railways, constant effort is continuing to tap all available sources of hard wood sleepers and also of soft wood for which Creosoting Plants have been installed. The availability of timber sleepers from indigenous sources is, however, limited and therefore, metal sleepers have been brought into use on a large scale. Indian Railways have developed the CST 9 cast iron sleepers which are in satisfactory service for some time but here again

their use had to be limited due to non-availability of indigenous pig iron and the incidence of higher cost. Steel sleepers, both indigenous and imported, have also been in use within the limits of availability and financial resources. Recently the Railways have been investigating on the use of concrete sleepers, plain and reinforced, and have laid or are laying few experimental lengths.

The procurement of enough sleepers for the Railways will remain a problem for some time, although the position has definitely improved in the last two years. The Board has recently appointed a Timber Adviser to work whole time for the procurement of wooden sleepers and other timber for the Railways as well as to progressively bring in more and more soft wood timbers into use as sleepers in consultation with the Forest Research Institute, Dehra Dun.

It will, however, be not out of place to mention here that unless and until India becomes self sufficient in pig iron and steel, increasing demand of sleepers will be difficult to meet.

(Ministry of Rlys. OM. No. 56-B (c) 6,000/Recommendations (21) dated 15-10-1956.)

73—74 The Committee understand that there has been a drive to export a good deal of Gurjan Wood from

The Forest Research Institute, Dehra Dun, has complete data of strengths of all known species

the Andamans to the United Kingdom and Sudan, much of which is utilized by the Railways. In order to investigate whether this policy has been a wise one and whether this is really a profitable venture, a special officer is being deputed to the Andamans. The Committee consider it imperative that the Railway Ministry should obtain some quantity of each of the known varieties of timber in the Andamans and have their properties, behaviour etc. for use as sleepers and for coach and wagon building purposes, analysed quickly by their Research Centre and the Forest Research Institute, Dehra Dun.

of Andaman timbers. On the basis of this information, some species have been approved for use for coaching floor boards and others for use as Railway sleepers.

The Ministry of Food and Agriculture have been approached to concur, to the Committee already appointed by the Ministry of Railways with the Inspector General of Forests as Chairman, to go into the question of sleeper supplies from the Andamans and also to fix reasonable prices etc.

Practically all the varieties require treatment. Therefore, the question of treating Andaman sleepers will also have to be settled. The whole subject is under consideration.

[Ministry of Rlys. OM. No. 56-B (c) 6,000 Recommendations (21) dated 15-10-1956].

(Further information called for by the Committee).

It is requested that fresh comments containing the latest development may be furnished.

(L. S. S. OM. No. 98-EC-II/56 dated 27-12-1957).

The question of sleeper supply from Andamans was discussed in a meeting held at Myabunder on February 25, 1957 under the Chairmanship of Shri T. G. N. Ayyar, Chief Commissioner, Andamans.

The following officers were also present in that meeting :

Shri G. G. Takle, Inspector General of Forests.

Shri M. M. Srinivasan, Chief Conservator of Forests, Andamans,

Shri B. L. Matoo, Divisional Forest Officer, North Andamans.

Shri M. D. Chaturvedi, Timber Adviser, Railway Board.

As a result of the discussions held in the above said meeting it was decided that supply of sleepers to Sudan should be discontinued and that all available timber be diverted to the Indian Railways. The number of sleepers programmed for diversion to the Railways was as under for the year 1957-58 :—

Locality	Specials	B.G.'s	M.G.'s	N.G.'s
		(tons)		

Andaman Forest Department.	500	60,000	50,000	15,000
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[Ministry of Rlys. O.M. No. 56-B(c) 6,000/Recommendation (21) dated 14-4-1958].

34 The Committee consider it highly desirable that the Forests in the Andamans are all primarily reserved for the Railways, and other Central Government departments. The Committee suggest that the Railway Ministry should take up the matter of reservation of the forests in Andaman and Nicobar Islands and other centrally administered areas for themselves and the other major timber consuming departments of the Government of India. An Inter-Ministerial conference should be summoned to discuss the issue with a view to arriving at a speedy decision in the matter. After the requirements of the Government departments are met, the needs of the private industries may be met by Government themselves.

(Further information called for by the Committee)

The Ministry's comments on the reply of the Ministry of Agriculture on this recommendation may please be furnished.

(L.S.S. Q.M. No. 98-EC-II/56 dated 27-12-1957)

The recommendation has been passed on to the Ministry of Agriculture with the request that they may take necessary action and send a suitable reply.

[Ministry of Railways OM No. 56 B (c) 6000/
Recommendation (21) dated 21-6-1957].

Attention is invited to the comments of the Ministry of Food and Agriculture sent direct to the Lok Sabha Secretariat under U. O. No. F. 22-79/57-FD dated 19-10-1957.

2. Under the recommendation No. 31, the point that emerges from the comments of the

Ministry of Food and Agriculture is wider use of hitherto unacceptable species *after* treatment. This has already been done and the list of suitable species for sleepers has been considerably enlarged.

3. Under recommendation No. 34, the point that calls for special attention is the suggestion to call for an inter-ministerial meeting.

The Minister for Railways met the Chief Ministers of all the States in a joint meeting in June, 1957. The question of sleeper supplies was discussed in detail. This was followed by D. O. requests addressed by the Minister for Railways to various Chief Ministers. This has paid us rich dividends.

4. It may be added that a supply of 100,000 B. G. units from Andamans for the Indian Railways has been arranged through the good offices of the Chief Commissioner, Andamans and the Inspector General of Forests.

[*Ministry of Railways O.M. No. 56-B (c) 6000/Recommendation (21) dated 14-4-1958*].

36

80 The Committee understand that the Forest Research Institute, Dehra Dun has got data from which it would sort out and analyse the behaviour and properties of 20 to 25 species of wood which could be used as sleepers after treatment.

2. The Institute, is, however, not in a position to supply information regarding the availability of these species.

The Committee understand that the State Governments too can suggest hitherto unused varieties of wood for adoption as sleepers.

3. It may be noted that in all major states forest management is geared to the raising of the main species. The miscellaneous species referred to by the Institute do not occur in sufficient quantities to step up sleeper production appreciably.

The Committee recommend that a top level meeting may be convened between the representatives of the Forest Research Institute, Dehra Dun and those of the Railway Board and "on the spot" decision taken with regard to carrying out tests in collaboration with each other and collecting data by arranging simultaneous tests at various places. To start with, 5 new species can be taken up for examination and the work can be finished within six months.

4. In the U. P. at the last sleeper meeting, the sleepers offered of hitherto unused species amounted to no more than one per cent of the value of the main species. In Bengal, the same story was repeated despite an imposing list of species they had supplied. They have undertaken to supply.

C. ft.

Sal Sleepers	3,22,000
Other Sleepers	6,000

5. In Bihar and Orissa the same pattern obtains,

6. Sleeper treatment plants at Naharkatia, Clutterbuckganj and Dhilwan have been treating species offered by different States and found suitable for treatment. The plant at Olavakkot, which is expected to function by the middle of next year, will treat the species available in Mysore, Travancore-Cochin and Coorg.

[*Ministry of Railways O.M. No. 56-B (c) 6000/ Recommendation (21) dated 30-11-1956*].

(Further information called for by the Committee)

Please state if the Government of Bombay has been consulted regarding the proposal of stepping up production of wooden sleepers by adding of certain varieties and treatment by plants. The Chief Conservator of Forests, Bombay had informed the Committee that if the wood of other varieties was exploited and treated as suggested by Bombay Government the present target of 3,56,000 could be increased upto 6,00,000.

(*L.S.S. O.M. No. 98 .E.C.II-156 dated 27-12-57*).

An *Ad hoc* Committee to go into the question of sleeper supplies from Bombay State was set up by the Railway Board under the Chairmanship of Shri C. R. Ranganathan, I.F.S. Inspector General of Forests, with the Chief Conservator of Forests, Bombay State and the Sleeper, Control Officer, Southern Railway as member, Shri M. D. Chaturvedi, consultant, Railway Board also attended the meetings of the Committee which were held at Bombay on 7th and 8th May, 1956.

2. Negotiations broke down on the score of prices. The Chairman was compelled to drop departmental supplies from the Bombay State.

3. Since then the forests concerned (Belgaum Circle) have been transferred from the Bombay State to the Mysore State and a supply of about 4 lakhs of sleepers has been arranged from there.

4. With the setting up of the Creosoting Plant at Olavakkot the list of species has been considerably enhanced. It now includes 34 species, the vast bulk of which had never been accepted for sleepers.

5. The Timber Adviser, Railway Board, has again contacted the Chief Conservator of Forests, Bombay. In the enlarged list of species, it is hoped to get a limited supplies from the Bombay State from its existing forests.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/ Recommendations (21) dated 20-6-1958*].

The Committee are of the opinion that the Railway Ministry should consider the question of setting up a few more creosoting plants, at least one for each zone so as to reduce leads and incipient rot in transit and maximise the use of scores of varieties of soft wood. The Committee also suggest that the question of installation of a few creosoting plants by the private sector be examined further in consultation with representative bodies of industry like the All India Manufacturers' Organisation, Bombay.

38

82-83

A. In the meeting of the C. B. F. held at Oatcamund in May, 1955, the question of using secondary timber was considered and it was recommended that :—

(a) the Railway should set up seasoning and preservative plants of their own at centres, which would be indicated by the State Forest Departments with relevant statistics; and

(b) if the Railways were not prepared to set up preservative and seasoning plants the

State Forest Departments should work out the estimates of the cost of supply of treated and seasoned timber as well as untreated sleepers in order to negotiate long-term contract with the Railways and D.G.S. & D. and other timber consuming interests so that the preservative and seasoning plants may be set up by the State Governments themselves.

Accordingly, the State Governments were requested to recommend centres for setting up of seasoning and preservative plants together with the relevant statistics of the approximate annual supply of sleepers of various secondary species requiring treatment, the approximate price etc. to the Board to enable them to decide whether or not additional treating plants should be set up by the Railways.

Some State Governments have replied. Their replies are summarised below :—

1. Ajmer No need for a plant.
2. Andhra A seasoning plant can be set up at Rajahmundry after the agency areas are opened by a net work of roads.
3. Assam A plant at Naharkatiya exists.

4. Bhopal Some local contractors have shown interest in seasoning and preservation of timber. The State Forest Department are guiding them.

5. Coorg Railway is putting up a plant at Olavakkot.

6. Delhi }
7. Kutch } No need for a plant.
8. Madhya Bharat }

9. Madhya Pradesh. It has been proposed by the State Government to put up two pressure plants under the Second Five Year Plan—one at Ballarshah and other at Dharmtari. The proposal for a third plant is under consideration.

10. Saurashtra Scheme for seasoning and preservation is included in the State Second Five Year Plan. The preservation plant at Sasan and seasoning at Bhavnagar will be started in the next two years.

11. Tripura
12. Travancore-Cochin
13. West Bengal.

No need for a plant.

14. Himachal Pradesh
15. Jammu and Kashmir
16. Punjab
17. PEPUSU
18. Uttar Pradesh

The Railway Plants at Dhilwan and Clutterbugganj are adequate to treat produce from these States.

B. The Railways have three plants at Naharkatiya, Clutterbugganj and Dhilwan. A new one is being set up at Olavakkot. To run economically every treatment plant must have a regular supply of sufficient number of sleepers and sufficient quantity of creosote. At present no other spot can be located where sufficient quantity of sleepers can be expected to justify the installation of new plants. India is also short of creosote. However, the Railway Board are always keeping a watch on the situation.

As regards recommendation about setting up creosoting plants by the private sector it is pointed out that the present capacity of the

treating plants already working and the one proposed to be set up at Olavakkot is considered quite sufficient to treat all sleepers requiring treatment that can be supplied to the Railways at present. Moreover, contracts are given out by State Forest Departments on a year to year basis at annual auctions. These coupes, therefore, do not lend themselves to the setting up of a treatment plant as a private enterprise. The only place where private sector can instal a plant is N. Andamans, the virgin forests which have been leased out to M/s. P. C. Ray & Co., for a period of 25 years. M/s. P. C. Ray & Co. are willing to set up a plant in their area provided Government were to finance the entire scheme. The very basis of private enterprise is, therefore, rendered out of court. Recommendation about private sector is, therefore, not practicable.

C. The whole subject of 'Preservation of timber used in Rolling Stock Construction' has been extensively studied by the Railway Board. A proposal to put up a few medium size kiln seasoning plants in Railway Workshops is under active consideration.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 19-1-1957*].

39 84 The Committee suggest that the resolution adopted by the Central Board of Forestry recommending that the Railways should set up seasoning and preservative plants, failing which the States might set them up themselves, provided they got a long-term contract, should be given serious consideration as ultimately the Railways themselves are to benefit by such plants.

40 85 The Committee understand that coal tar is being burnt in the steel industry due to which the supply of creosote is getting short. The Committee recommend that the Ministry of Railways should take up the question at high level with the Ministry of Commerce and Industry so as to facilitate increased production of creosote in the country.

(Further information called for by the Committee)

Please state when the recommendation was passed on to the Ministry of Commerce and Industry and if their reply has since been received. If so, the Commerce & Industry Ministry's reply along with the Railway Board's comments thereon may please be intimated.

(*L.S.O.M. No. 98-EC-II/56 dated 27-12-1957*).

Please see remarks against recommendation No. 38 of the Estimates Committee's Report No. 21.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 19-1-1957*].

Noted. Ministry of Commerce and Industry is being referred to to look into the matter.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 15-10-1956*].

A reference to the Ministry of Commerce and Industry on this recommendation was made under Railway Board's letter No. 56/168/1/RE dated 23-5-1956, and that Ministry have advised in their last communication received in November, 1957, that the matter has been carefully examined and a proposal to consider the feasibility of forming a "coal tar pool" for ensuring equitable distribution of tar to different

distillers is under active consideration by the Development Wing of that Ministry. They have also added that, as soon as the proposal has taken a concrete shape, they will consult the other Ministries interested in this scheme.

The Ministry of Commerce & Industry have again been requested in Board's letter No. 56/168/1/RE dated 17-12-1957 that the proposed "coal tar pool" may be set up early to facilitate increased production of creosote oil in the country. For, if the supply of creosote is not regular, the treatment plants will have to work much below their capacity, with the result that Railways will have to use wooden sleepers without treatment and this would mean wastage of country's timber wealth.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 23-1-1958*].

87 The Committee consider that the question of price which seems to be a stumbling block in the way of getting more sleepers can and should be amicably settled between the representatives of the Railways and the State Governments. The Committee are not convinced that the forest

A Committee has been appointed under the Chairmanship of the Inspector General of Forests, in which there are a representative of the Railway and a representative of the State Forest Department as members. The Committee investigate the various factors making

resources of the country cannot meet a major portion of the requirements of the Railways.

up the cost of production of sleepers in the State and recommend fair prices for sleepers of different species produced from accessible, moderately inaccessible and inaccessible areas, and define the basis for determining accessible, moderately inaccessible and inaccessible areas.

2. The Committee has finalised arrangements with the Jammu and Kashmir, Assam & Coorg States.

3. In addition to this Committee, regular meetings are held by the Railways with the Chief Conservator of Forests (Timber Adviser to the Railway Ministry attends these meetings) in order to increase supplies of wooden sleepers from the forests. Recently, such arrangements were finalised with the Uttar Pradesh, West Bengal and Hyderabad States. Attempts are being made to settle the question of sleeper supply and prices from other States also either through the Committee or by direct negotiations.

4. In fixing up prices of sleepers either by the Committee or through negotiations, the question of accessibility is being taken into

consideration. Attempts are being made to procure as many wooden sleepers as possible.

[Ministry of Rlys. O.M. No. 56-B(c)6000/Recommendations (21) dated 30-11-1956].

(Further information called for by the Committee)

Please state which of the States the Committee headed by the I.G. Forests have visited since November, 1956. Have the price formula etc. since been decided upon by them and has any visible effect of the new arrangements since been noticed ?

(L.S.S. O.M. No. 98-EC-II/56 dated 27-12-1957).

1. The *ad hoc* Committee headed by the Inspector General of Forests adjudicated on sleeper prices of :—

1. Assam.
 2. Coorg.
 3. Jammu & Kashmir
 4. Himachal.
 5. Madhya Pradesh.
 6. Bihar.
 7. Bombay.
- (one species KAIL only).

2. The Committee laboured under three grave disadvantages *viz.*—

(a) While the Railway Board in all cases accepted the recommendations of the Committee, the States did not.

(b) The I.G.F. could never find the time required to go to various States for this purpose.

(c) The prices of timber have continually gone up during the last 3 years with the result that no State is willing to enter into any agreement for more than one year. This means annual revision of prices, which the Committee could not cope with.

3. The net result of these Committee meetings headed by the I.G.F. was that Bombay did not accept the arbitration of I.G.F. at all. Other States did not fulfil their promises under some pretext or the other. Thus, Coorg, made no supplies, J. & K. asked for a revision; Himachal refused to accept their obligation; Madhya Pradesh put up its prices to an impossible figure; only Bihar and Assam are honouring their commitments in a modified form.

4. The procedure now adopted is that the Timber Adviser, Railway Board, along with the Chief Engineer of Railway and its associated Finance go and negotiate prices every year in different States. The arrangement is working as satisfactory as can be expected in this runaway price regime.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 29-4-1958*].

43 The Committee suggest that an All India Conference presided over by the Minister of Railways and Transport should be convened wherein the problem of supply of wooden sleepers and timber for wagon and coach building for the Railways during the Second Five Year Plan should be discussed. Each State should be allotted its own quota and requested to play its part towards the fulfilment of the Railways requirements during the Second Five Year Plan, leaving the detailed questions of costs etc., to the Departmental Committee which will tour in the States. The Committee feel that with a bold and imaginative policy, the problem of sleepers can be solved successfully and expeditiously. The Railways should also explore all avenues of augmenting their supplies departmentally.

The Minister for Railways had discussed the question of supply of wooden sleepers from States with the Chief Ministers at a Conference held on 5th June, 1957, in New Delhi. He is also following up his meeting with personal letters to the Chief Ministers. During their tours, the Railway Minister and the Deputy Railway Minister are also discussing the subject with the States for augmenting supplies.

2. In collaboration with the Inspector General of Forests, Government of India, Timber Adviser Ministry of Railways, (who also happens to be a retired Inspector General of Forests) has scoured the entire country in quest of wooden sleepers. Our procurement which was in the region of 11 lakhs pieces in 1951-52 has been stepped up steadily to 22 lakhs pieces now. Further improvement may be expected. The following steps have already been taken to augment the procurement.

- (i) Utilization of hitherto unacceptable species after treatment with creosote under pressure ;

- (ii) Getting supplies from Andamans for treatment at our new Plant at Olavakkot;
- (iii) Relaxation in specifications to reduce rejections ;
- (iv) Opening up of inaccessible areas ;
- (v) Stoppage of all exports of timber suitable for use as sleepers ; and
- (vi) Earmarking the entire produce of the sal species for sleepers.

3. There is an annual requirement of about fifty thousand tons, approximating to twenty five lakhs cubic feet of timber for wagon and coach building, of which 40% is Burma teak or South India teak, 20% C.P. teak, 35% hardwood and 5% soft timber, chiefly of the coniferous variety. Intensive efforts to exploit indigenous resources have been made and from Andamans, Padauk timber is being obtained in place of Burma teak but the quantity available is hardly one to two thousand tons, which is 5-10% of the requirement in that category. For further investigation of possibilities from Andamans, Shri M. D. Chaturvedi, the Timber Adviser, went with the Inspector General of Forests to Andamans. Andamans have already offered Gurjan to the D.G.S. & D. for supply to the Carriage and Wagon Work-shops.

4. Further, in collaboration with the Forest Research Institute, Dehra Dun, the Timber Adviser has drawn up a list of indigenous species to be used in Carriage and Wagon Workshops for various types of constructions and this has been circulated to the Railways.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 28-10-1957*].

44 90 In view of the shortage of wooden sleepers, the Committee are of the opinion that the use of cement concrete sleepers should be extended on Indian Railways.

Indian Railways are already experimenting to develop a suitable type of concrete sleepers for Indian conditions and a few experimental lengths have been laid in Track.

Use of concrete sleepers which are much heavier than wooden cast iron and steel trough sleepers is essentially tied up with the problems of :—

(a) handling,

(b) packing.

In our country these are done manually, whereas in Germany and France who use concrete sleepers, these are done mechanically. Mechanisation of track maintenance is intimately

connected with employment problem. The whole subject of use of concrete sleepers on Indian Railways will therefore require closer examination. This is being done.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 15-10-1956*]

(Further information called for by the Committee)

Please intimate the result of the closer examination of the question of using concrete sleepers on Railways.

(*L.S.S. O.M. No. 98-EC-II/56, dated 27-12-1957*)

The designs for concrete sleepers for use in the yards only on the B.G. and M.G. have since been finalised and instructions issued to the Railways for their manufacture and use.

The designs for use on the main line are under study.

[*Ministry of Rlys. O.M. No. 56-B (c) 6000/Recommendations (21) dated 11-4-1958*]

Noted. No remarks are called for.

[*Ministry of Rlys. O.M. No. 56-B (c) 6000/Recommendations (21) dated 15-10-1956*].

46 92-108 The Committee describe the procedure followed by the Railway Board for procurement of Rolling Stock.

47 109 The Indian Railways will have to concentrate on procuring more Rolling Stock—for two reasons firstly to wipe off the arrears of rehabilitation and secondly to meet the additional demands

The allotment of funds to the Railways has been reduced from Rs. 1480 crores to Rs. 1125 crores and as a result thereof provision made under various heads had to be curtailed. A

47 (contd.)

due to increased production in the country in different spheres.

copy of these recommendations had been forwarded to the Planning Commission for their information and such action as they may consider necessary.

[Ministry of Rlys. O.M. No. 56-B(C)/6000/Recommendations (21) dated 30-11-1956].

48

111 The figures of anticipated Rolling Stock on the 31st March, 1961 cannot be regarded as excessive and there will still be considerable scope left for adding to their strength to meet the increasing requirements of traffic.

The observation have been noted.

[Ministry of Rlys. O.M. No. 56-B(C)/6000/Recommendations (21) dated 15-10-1956].

49 (a)

115 The Committee suggest that the sites for new workshops should be carefully selected from the point of view of the suitability of the place.

Recommendation has been noted, and due care will be exercised in selecting suitable sites.

[Ministry of Rlys.O.M. No. 56-B(c) 6000/Recommendations (21) dated 15-10-1956].

49 (b)

116 The Committee welcome the proposal of the Railway Ministry to instal two locomotive spare parts production units in the country and hope that this proposal will be given effect to without undue delay. The Committee would also recommend that a careful investigation should be carried out to see whether there would be necessity of establishing similar units of spare parts of carriages and wagons. If this investigation reveals any necessity of such units, immediate steps should

The Board do not see any need for setting up Production units for the manufacture of spare parts for coaching and goods stock as the additional wagons repair shops being set up in the 2nd Five Year Plan will also provide the additional capacity for spare parts.

[Ministry of Rlys. O.M. No. 56-B(C) 6000/Recommendations (21) dated 15-10-1956].

be taken to instal such units at suitable points. The Committee lay great stress on the timely availability of spare parts of the Rolling Stock required in the workshops, running sheds and sick lines, because it came to their notice that in several instances the repairs and periodical overhauls of the Rolling Stock were held up for want of spare parts.

(Further information called for by the Committee)

Please state when and where the two locomotive spare parts production units have been set up. The details of the production capacity may also be furnished.

(L.S.S. O.M. No. 98-EC-II (56), dated 27-12-1957)

The recommendations of the Workshops' Reviewing Committee to set up two component manufacture workshops, one in the North and the other in South, was reconsidered in view of the modification in the holdings of the steam Locomotives and it has since been decided to set up only one Production unit at Manduadin near Banaras. Preliminary work on the project has since started. The project is estimated to cost about Rs. 4.9 crores and is expected to be completed in about 3 years time subject to the availability of the necessary foreign Exchange.

Its annual production capacity will be of the order of

1200 tons of components from forgings
960 tons of non-ferrous
& 3000 tons of Ferrous components.

[Ministry of Rlys. O.M. No. 56-B (c) 6000/
Recommendations (21) dated 30-1-1958].

50 117 The Committee feel rather concerned about the workshop management of Indian Railways, because it came to their notice that the efficiency of Railway staff in the workshops was at a low ebb. Heavy arrears of replacement of Rolling Stock consequent to the War, increase in the number of classes of locomotives involving multiplicity

The suggestions made have been considered. The increase in speed with which the Rolling Stock can be repaired has been discussed with the Chief Mechanical Engineers and efforts are being made to reduce the time taken. In regard to improving the standard of repairs instructions have been issued to place special

50 (contd.)

of parts to be manufactured, general shortage of raw material, thefts of duplicates and unavoidable dilution in skilled and supervisory staff as a result of partition, have been adverse factors that have caused undue strain on the workshop management. As the arrears of Rolling Stock are gradually wiped off, as more and more locomotives of standard design are brought into use and as the position in regard to the supply of raw materials including components improves, the situation in the Railway workshops will also ease. In the meantime, a special drive will have to be initiated to improve the efficiency of Railway workshops and to increase their output. The question of workshop management assumes a special importance in the present context in view of the general shortage of Rolling Stock on Indian Railways. The percentage of Rolling Stock under or awaiting repairs is on a high side and can be reduced by adopting two methods, namely, (i) by increasing the speed with which the Rolling Stock is repaired or periodically overhauled and (ii) by improving the standard of repairs in periodical overhaul. Both these items are closely connected with the efficiency of the workshops.

Inspectors on duty in each Locomotive and Carriage and Wagon Workshops to carry out final inspection of Rolling Stock turned out from these shops after repairs. These Inspectors will be under the direct control of the Chief Mechanical Engineers. It is hoped this will help to improve this standard of repairs further.

12

[Ministry of Rlys. O.M. No. 56-B(c) 6000/
Recommendations (21) dated 15-10-1956].

51 120 The Committee also observe that the mileage given by the locomotives is low and that there is considerable scope for improvement in this direction. One effective method of improving the mileage taken out of the locomotives is to resort to increased pooling of locomotives. Experience in the past has shown that pooling of locomotives could be effective successfully only if the standard of maintenance and the periodical overhaul in the running sheds and workshops is high.

52 122 In view of the shortage of coaches on Indian Railways, the Committee recommend that the Railway Board should take early steps to step up the capacity to the figures assessed by the workshop Reviewing Committee. The Committee also recommend that the Railway Board should prepare a final construction programme for the Second Five Year Plan period without any delay and authorise the Railways to enter into commitments to the limit of their building capacity for procuring such items which would be essentially required for coach building purposes. The question of setting up a manufacturing unit for the construction of underframes should also be examined and decided by the Railway Ministry at a very early date.

In order to improve the mileage of locomotives pooling has been accepted as the normal method of working on sections where such arrangements give better results.

Pooling is in force on several sections of Railways and it is the intention to gradually extend it to other sections as soon as proper maintenance facilities have been developed.

[*Ministry of Railways O.M. No. 56-B(c) 6000/ Recommendations (21) dated 15-10-1956*]

Instructions have been issued to Railways to take adequate steps to obtain the out-turn of timber body coaches to the extent of the potential capacity indicated in the Railway Workshop Reviewing Committee's Report 1955.

It is pointed out in this connection, that the potential capacity given in the Railway Workshop Reviewing Committee's Report, is in terms of bogie class III timber body coaches. Under the rationalised coach building programme the railway workshops build all types of coaches. One air-conditioned coach is taken as equivalent to two class III coaches, and an upper class coach, restaurant car or similar type of coach equal to 1.5 lower class coaches. On an average 20% of the total workshop capacity is utilised for building higher class coaches. In some Railway workshops, the capacity is also utilised for building non-passenger carrying coaching vehicles.

52 (contd.)

The requirements of coaching stock during the Second Five Year Plan have been assessed. Keeping in view the existing capacity for coach building in the Railway Workshops and the capacity of other indigenous suppliers, Railways have been requested to develop, through suitable private contractors, additional capacity for building 2000 broad gauge coaches during the Second Five Year Plan.

The Board have decided that the future coaching stock for the Indian Railways should be of the integral design without separate underframes, and accordingly steps are being taken to set up a Metre Gauge Integral Coach Factory in the public sector. Besides, the existing capacity for body building in Hindustan Aircraft Ltd. is also being modified to build integral type coaches for the Broad Gauge. The coaching stock underframes will therefore be required for the conventional type coaches only, and the demand will gradually decrease as the factories building integral type coaches go into full production. To meet this temporary demand, Messrs. Jessop & Co. have already developed capacity for manufacture of 250 coaching underframes with the prospect of increasing to 300 per year.

To meet the temporary demand for coaching underframes capacity is being set up in a few Engineering units to produce coaching stock underframes. The capacity so developed will ultimately be switched over to building of wagons as the demand of coaching underframes become less. The firms who are being given developmental orders for manufacture of coaching underframes, both broad gauge and metre gauge, are those that have been recommended by the Railway Equipment Committee. In the circumstances it is not necessary to set up a manufacturing unit for the construction of underframes on a permanent basis.

[Ministry of Railways O.M. No. 56B (c) 6000/
Recommendations (21) dated 15-10-1956]

4

53 The Committee understand that the Railway Workshop Reviewing Committee have already standardised the sizes of general purposes machine tools in consultation with the Indian Machine Tools Manufacturers' Association. The Committee hope that no time will be lost in implementing recommendations of the Railway Workshops Reviewing Committee. The Committee also recommend that the question of introducing multiple shifts in certain sections of the workshops should be considered seriously with a view to obtain the maximum output from costly machinery and plant.

123

The Railway Board has already called for remarks of the Railways on the above recommendations of the Workshop Reviewing Committee on receipt of which the matter will be progressed further.

[Ministry of Railways O.M. No. 56-B(c) 6000/
Recommendations (21) dated 15-10-1956]

(Further information called for by the Committee)

53 (contd.)

It is presumed that the remarks of the Railways on the recommendations of the Workshop Reviewing Committee may have been received by now. If so, the Ministry's revised comments on the recommendation may please be furnished.

(L.S.S. O.M. No. 98-Ec-II/56 dated 27-12-57)

The recommendation of the W.R.C. in regard to the use of standardised sizes of general purpose machine tools in consultation with the India Machine Tools Manufacturers Association has been accepted by the Railways and future demands as fall within these categories will be procured by the railways from indigenous makers.

Regarding double shifts in repair workshops, railways have accepted the recommendation of the Committee and it is being introduced in the workshops where not already existing.

46

54 124

The Workshop Reviewing Committee have suggested that if complete new fire-boxes for Broad and Metre Gauge boilers are manufactured at Chittaranjan and TELCO respectively, it would be possible for the Railways to effect renewal of fire-boxes. In that case it will not be necessary to order locoboilers for replacement in future thus resulting in a saving of Rs. 1.75 crores per annum. The Committee recom-

[Ministry of Railways O.M. No. 56-B (C) 6000/Recommendation (21) dated 30-1-1958]

The Suggestion put forward by the Workshop Reviewing Committee has been circulated to the Railways. Some Railways are already following the principle of renewing the fire-boxes as necessary, rather than renewing the complete boilers. The principle that a boiler should not be condemned, if further service can be obtained with safety, by replacing the fire-box has been accepted.

mend that this proposal may be given earnest consideration and early decision arrived at.

Suitable action is being taken to provide facilities in Railway Workshops during the Second Plan period to deal with this additional work. Procurement action will also be taken as necessary.

[*Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendations (21) dated 15-10-56*].

(Further information called for by the Committee)

If the remarks of the individual Railways have since been received, the revised reply of the Ministry may please be furnished.

(*L.S.O.M.No. 98-EC-II/56 dated 27-12-57*).

The recommendation of the Estimates Committee has been accepted in principle by the Ministry of Railways and orders have been issued in this connection to Railways. Some Railways are already following the principle of renewing the fireboxes as necessary, rather than the complete boilers. Suitable action is being taken to provide facilities in Railway Workshops during the Second Plan period to deal with the additional work of renewing fireboxes in old boilers as necessary. No new spare boilers are being procured unless the procurement can be justified as inescapable.

[*Ministry of Railways O.M.No. 56-B (C) 6000/ Recommendations (21) dated 30-1-1958*].

55 126—127

The Committee recommend that the Railway Ministry should immediately initiate measures with a view to achieve the following targets of

The target of Standard Time allowed for POH have already been laid down, as indicated, both for Broad Gauge and Metre Gauge Rolling

55 (contd.)

standard Time for P.O.H. of B.G. Rolling
Stock:

Locomotives 18 working days.
Carriages 20 working days.
Wagons 4 working days.

Similar targets should be laid down for the periodical overhaul of M.G. Rolling Stock also. The Committee understand that by the introduction of systematic working on the above lines, the time for periodical overhaul at Jodhpur was reduced from 8.5 working days to 2.6 working days for M.G. wagons.

Stock. Every effort is being made to achieve these targets by reducing repair time of locomotives, Coaches and Wagons on different railways. Difficulty in reducing repair time is being experienced due to heavy repairs having to be carried out, particularly on older and average stock which are not condemned except on condition basis. Reconditioning of coaches and wagons is being undertaken in certain Railway Workshops in a systematic manner. These factors tend to increase the number of working days in the workshops. But such reconditioned stock will definitely increase the total available stock for traffic use. Railways have also complained of paucity of materials. On some railways adequate workshop repair facilities are at present lacking. They are, however, going ahead with expansion of existing workshops and preparing plans for new workshops.

[Ministry of Railways O.M.No. 56-B(C) 6000/
Recommendations (21) dated 15-10-1956].

56

The Committee recommend that proper organisation for production control should be set up in each major workshop on Indian Railways.

128

Most of the major workshops of Indian Railways have production organisation but they need strengthening and improvement. Lack of

trained staff in the specialised duties of production offices hampers expeditious strengthening and improvement of these offices and steps are being taken by Railways to train their staff for such duties in the Chittaranjan Locomotive Works.

[*Ministry of Railways O.M. No. 56-B(C) 6000/ Recommendations (21) dated 15-10-1956*].

(Further information called for by the Committee)

Please state the progress made in the major workshops in setting up proper organisation for production control.

(*L.S.S. O.M. No. 98—E C-II/56 dated 27-12-1957*)

In order to strengthen the production control organisation in all the major workshops of Railways selected staff are being sent to Chittaranjan Locomotive Works for training in the methods of Production control. The services of such staff on return from the training are being utilised for progress in the Production Control methods. A few batches have already taken training at Chittaranjan and more batches are being sent by the Railways for training at Chittaranjan.

[*Ministry of Railways O.M.No. 56-B(C) 6000/ Recommendations (21) dated 11-2-1958*].

58 130—131 The progress made on Indian Railways with regard to introduction of a proper system of costing in Railway workshops is very slow. A cost accounting unit on modern lines has been set up at the Locomotive Manufacturing Works, Chittaranjan.

The prescribed programme of training for probationary officers in the Indian Railway Accounts Service already includes a course of training in Cost Accounting at Chittaranjan. Instructions are also being issued to the Railways that when class II officers are to be

58 (contd.)

The Committee recommend that the officers from the Indian Railways should be sent to Chittaranjan for a short period to take intensive training in this subject, and that the cost accounting unit should be set up in each major workshop of the Indian Railways.

Officers in Accounts expected to be long-term, measures should be adopted to enable them to study the system of cost Accounting and Production Control at Chittaranjan for some period.

In order to set up costing units in major workshops, the Board have already recruited Cost Accountants and Cost Accounts Officers. In addition, a comprehensive scheme has been drawn for affording practical and theoretical training for Railway Officers and staff by the Institute of Cost and Works Accountants, Calcutta. The first batch of I. R. A. S. Officers have already completed their training in April, 57, and the first batch of clerks are under training.

A co-ordinating unit for introducing Cost Accounting headed by a Senior Officer has also been set up in the Board's establishment, and details have been worked out for introducing pilot schemes, to begin with in some of the Locomotive Workshops.

Though the above preliminary steps have been taken towards implementing the recommendations, it will be appreciated that some time will necessarily be taken in fully implementing the recommendations, in view of the following:-

(a) A scientific system of costing presupposes the existence of an efficient Production control organisation, which *inter alia* entails establishment of planning, rate fixing, scheduling and progressing, inspection and jig and tool sections in the workshops. Many of the Indian Railway workshops satisfy these requirements only partially. This requires specialised technical staff and such staff are not immediately available to the extent required. Steps taken to recruit and train staff will naturally take time to produce results.

(b) The extent practice of drawing stores for consumption in workshops, repairing of components, and assemblies in batches, exchange of components between different units of rolling stocks, absence of sub-stores in each shop, method of time booking by head and hand method instead of by the use of clocks, etc. make it very difficult to allocate labour and stores charges correctly and it will take time before the necessary refinements are introduced for overcoming these difficulties.

58 (contd.)

(c) The first batch of clerks who are at the ICWA will be completing the training only after about six months, after which only subsequent batches from different Railway can be sent for training. Therefore, there will be unavoidable delay before adequate number of trained staff are in position.

In view of the aforesaid reasons and of the fact that a vast field has to be covered, it would be quite sometime before it can be claimed that the recommendations have been implemented.

As regards the recommendation to have a scientific system of Cost Accounting as at C.L.W. in other state enterprises, adopting the system with suitable modifications, the appropriate co-ordinating organisation of Ministry of Finance have been advised of this recommendation for necessary action.

[Ministry of Railways O.M.No. 56-B(C)6000/
Recommendation (21) dated 22-8-1957.]

Noted. Necessary action is already being taken on the interim recommendation of the Railway Equipment Committee on wagons and coaching

132 The Committee are glad to observe that the Railway Ministry has appointed a special Committee, called the Railway Equipment Committee, to

examine and offer suggestions, for the development of indigenous capacity for the manufacture of railway stores including Rolling Stock and their components. Development of indigenous capacity is no doubt a slow process and in the interim period, some imports of Rolling Stock from abroad will have to be made. The Committee, however, suggest that the recommendations of the Railway Equipment Committee be given topmost priority and the indigenous capacity in the country should be stepped up as expeditiously as possible with a view to reduce substantially the expenditure on imported Rolling Stock.

underframes. The final report of the Committee has since been received and their recommendations will be finalised with the least possible delay.

[*Ministry of Railways O.M.No. 56--B(C) 6000/ Recommendations (21) dated 15-10-1956.*]

The indigenous capacity required to be created in the country will depend considerably on the final shape of the Second Five Year Plan of Indian Railways. The Committee recommend that as soon as the plan is finalised, the Railways should lose no time in taking action for building up the indigenous capacity so that at the end of the Second Five Year Plan the country becomes more or less self-sufficient as far as the requirements of Rolling stock and their components are concerned. As a matter of fact, the Committee visualise the possibility of India supplying Rolling Stock to the other neighbouring countries at a not very distant date.

Regarding self-sufficiency in Rolling stock and their components, the following remarks are offered:—
Wagons : The indigenous capacity of manufacturing wagons is being increased from 20,000 to 28,000 per annum. The indigenous manufacturers are capable of manufacturing all types of wagons including special types, subject to the limitation of availability of correct type of steel. At present wagon requirements are so great so as to necessitate booking of entire capacity. The excess over the installed capacity is ordered abroad mostly of special types.

Coaches: Coach bodies are now made in Railway Workshops H.A.L. and Jesops, while integral type coaches are being produced in I.C.F., Perambur. I.C.F. is expected to

reach its full production of 350 coaches in 1961. A metre gauge coach building factory is also being set up. Special type coaches like Elec. M.U.C. for electrified Suburban sections are proposed to be built in India in the future. An initial order for 104 such coaches has been placed with M/S. Jessops, Calcutta.

Locomotives:—Steam Locomotives are at present manufactured in CLW and by Tatas. The production at CLW has been stepped up to 280 locomotives and that of Tatas to 50 locomotives and 50 boilers per annum. The question of building electric locos at CLW is under examination. Regarding Diesel locomotives, experimental applications are being made on specified sections for main line goods haulage and shunting. The results that are obtained will determine the extent of dieselisation in the country and plans will then be made for their manufacture.

Components:—Loco components required by the Railways and which are beyond their capacity will be produced in the components factory which is being put up at Banaras. There is no need for setting up production units for the manufacture of spare parts for coaching and goods stock as the additional

wagon repair shops being set up in the 2nd Five Year Plan will also provide the additional capacity for spare parts.

The Railway Equipment Committee which was set up to locate the idle capacity in India for the manufacture of Railway equipment, has just submitted their final report which is being examined by the Board.

The Estimates Committee's Recommendations is therefore in the course of implementation.

[*Ministry of Railways O.M. No. 56-B(c) 6000/ Recommendations (21), dated 15-10-1956.*]

(Further information called for by the Committee)

It is stated in the reply that the question of building electric locos, at Chittaranjan Locomotive Workshops is under examination. The result of examination may please be intimated.

(*L.S.S. O.M. No. 98-E.C-II/56, dated 27-12-1957*)

The requirement of electric locos for the next few years is assessed at not more than 50 per year. For this yearly output, it will not be economical to set up a plant for manufacture of the complete electric loco including traction motors, switch gear etc. It would be economical and efficient to follow the practice of other countries *i.e.* buy the electrical gear from manufacturing units specialising in electrical equipment and confine the activity of the Railway Works to build the mechanical portion of the loco only and install the electrical equipment therein.

The manufacture of the mechanical portion of the electric locomotive should not present a serious problem and once the manufacture of electrical

equipment is established, the setting up of manufacture of electric locomotives in India should not take more than two to three years.

It is understood that the manufacturing programme of Heavy Electrical Projects, Bhopal includes Traction Motors and other traction gear and the development of indigenous manufacture of electric locos will be synchronized with the production programme of H.E.P.

As a preliminary step, the possibility of ordering a certain number of locos in 'knocked-down, condition and assembling them in India is being considered.

56

[*Ministry of Railways O.M. No. 56-B(c) 6000/Recommendations (21), dated 15-2-58.*]

61 135 The Committee were glad to learn that a decision regarding dieselisation would be taken as soon as the position regarding oil was clear and that the switch over from steam traction to diesel traction would not be a long or difficult process.

It has been decided to introduce dieselisation on the following sections of the Indian Railways as a short term measure, pending the electrification of these sections,

- (i) Asansol-Anara-Rourkela and Rajkharwan-Barajamada sections of the South Eastern Railway;
- (ii) Dhanbad-Gomoh-Gaya-Moghalsarai section of Eastern Railway; and

(iii) Igatpuri-Bhusaval section of Central Railway.

Arrangements are accordingly being made to procure 100 Diesel locomotives of 2000 H. P. each, for working main line trains on the above sections, with the intention that on the completion of electrification of these sections the diesel locomotives could be moved on to other sections where traffic density then necessitate their use.

The use of diesel shunting locomotives has also been approved for Moghalsarai, Howrah, Sealdah and Chitpur yards, and procurement of suitable diesel units is being phased during the Second Plan period.

[Ministry of Railways O.M. No. 56-B(c) 6000/
Recommendations (21), dated 2-2-1957].

(Further information called for by the Committee)

When the sections where dieselisation is to be introduced are eventually to be electrified, what is the point in dieselising them ?

(L.S.S. O.M. No. 98-EC-II/56, dated 27-12-1957)

The Sections are being electrified in order to handle satisfactorily the very heavy traffic materialising on the sections. The electrification will take two or three years to be completed. In the meantime traffic on the sections is growing apace and the sections have either reached saturation point for steam traction or are on the verge of doing so. Since the growth of traffic cannot be retarded waiting for electrification, Diesel Electric locomotives which can handle the traffic are being introduced

as an interim measures. When electrification is completed the Diesel Locomotives will be shifted to other sections where a situation similar to that now obtaining on Eastern and South Eastern Railways may be obtaining.

[*Ministry of Railways O.M. No. 56--B(c) 6000/Recommendations (21), dated 11-2-1958*].

The Committee recommend that the production capacity for building coaches in the Railway workshops should be stepped up to 1,280 which is the maximum coach building capacity. The Committee are of the opinion that there is scope for increasing this capacity, if the contract system through workshops is tried on a wider scale.

Railways have been advised to take adequate steps to obtain an outturn of equivalent of 1280 class III coaches per annum (the capacity as assessed by the Railway Workshop Reviewing Committee) as early as possible. This outturn will include building of different types of coaches and furnishing of coach bodies from the Integral Coach Factory (BG) and from Jessops (MG), which for purposes of comparison are equated to a Class III coach by adopting suitable equating factors.

The Railways have been further told that capacity for building broad gauge timber body coaches, through suitable contractors, should be located at the annual rate of outturn shown below :-

	coaches per year
Central Railway	100
Eastern Railway	100
Northern Railway	100
Southern Railway	50
South - Eastern Railway	100
Western Railway	50
TOTAL	500

[Ministry of Railways O.M. No. 56-B(c) 6000/
Recommendations (21), dated 15-10-1956].

66

The question of building up sufficient indigenous capacity for special types of wagons which are in short supply and the Rolling Stock for electric and diesel traction should also receive special attention of the Railway Ministry. As soon as the Second Plan is finalised, the Railway Ministry should properly assess their needs and take measures to build up indigenous capacity for the same as soon as possible.

142

Noted. The following remarks are offered:—
Self-sufficiency for special types of wagons and rolling stock for diesel traction.

Wagons.—The indigenous manufacturers are capable of providing all types of wagons including special types wagons subject only to the limitation of the availability of the correct type of steel. At present wagons requirements are so great as to necessitate booking of the entire capacity. The excess over installed capacity is ordered abroad mostly for special types.

Electric and Diesel Locomotives :—

The question of building Electric Locomotives in Chittaranjan is under examination.

So far as diesel locomotives are concerned, experimental applications are being made on specified sections for main line goods haulage and for yard shunting. The results that are obtained will determine the extent of dieselisation possible in the country and plans will then be made for the manufacture of diesel Locomotives in India.

Electric Stock for suburban traffic:—

Electric Multiple Unit Coaches for electrified suburban sections are proposed to be built in India in the future. An initial order for 104 such coaches for Calcutta Electrification Project has already been placed with M/s. Jessops.

All aspects of self-sufficiency in all types of rolling stock are, therefore, under active consideration of the Board.

[*Ministry of Railways O.M. No. 56-B(c) 6000/ Recommendations (21), dated 15-10-1956*].

67 143 The Committee recommend that suitable reconditioning plants for reconditioning over-aged Rolling Stock on an extensive basis should be established for the time being. This will assist in the interim period to press more

Railways according to extant rules are to condemn Rolling Stock primarily on condition basis. Overaged stock, where condition permits it, are repaired and put back to service. In view of the large requirements

Rolling Stock into service in such time as adequate reserves are built up.

of Rolling Stock for the Second Plan Period and difficult ways and means position, the Railways have been specifically asked to examine undertaking re-conditioning of Rolling Stock on a more systematic basis. They have also been asked to include in their proposals for expansion of workshops such facilities as would enable them to undertake heavy repairs and re-conditioning work.

The Estimate Committee's recommendation is thus accepted in that the existing requirements which already cover this matter have been brought to the notice of the Railways for observance on a systematic basis.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/ Recommendations (21), dated 2-2-1957*].

The Committee suggest that the statistics showing the percentage of overaged Rolling Stock should be given in the form of a statement in the Annual Administration Reports of the Railway Board for each Railway as also for each gauge separately.

Noted for necessary action.

(*Ministry of Rlys. O. M. No. 56-B(c) 6000/ Recommendations (21), dated 19-1-1957*).

CHAPTER III

Replies of the Government that have been finally accepted by the Committee

Government's reply

S. No. Reference
(as the to
Appendix Paragraph
IV to the No. of the
21st report) report

Summary of Recommen-
dations/Conclusions

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2 10 At the present rate of clearance of arrears of Track Renewal, it would take several years before the existing arrears are wiped out, and in the meantime more track would be due for renewal. The tempo of Track Renewal will have, therefore, to be increased substantially if the position is to improve. The committee are definitely of the opinion that top most priority should be given to wipe out arrears of Track Renewals. There should be proper planning at the initial stage, so that the materials required are all secured simultaneously and utilised and grants in the Budget for Track Renewal are not allowed to lapse.

A sum of Rs. 100 crores has been allotted in the Second Five Year Plan for track renewals. Advance Planning for procurement of materials is done and the demands intimated to the competent authority for procurement.

Within the allotted sum the Railways are doing their utmost to effect track renewals in the order of urgency but there will still be arrears at the end of the Second Plan Period. India is largely dependent on foreign countries for rails and metal sleepers and to a certain extent for other permanent way materials. Actual procurement from abroad and receipt in India of these materials depend

on a number of circumstances which indicate at present that it will not be a practical proposition to plan for more expenditure on Track Renewals during the 2nd Five Year Plan.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 15-10-1956*].

3 12 About 5% route mileage of Indian Railways has been under speed restrictions for more than 4 years. This is a position which cannot be viewed with equanimity. The cramping effect of such speed restrictions on the ever increasing flow of traffic can very well be imagined.

The Committee recommend that the Railway Administration should be directed to concentrate the programme of Track Renewal, especially on those lines of track where such restrictions are imposed, and vigorous efforts should be made to withdraw these speed restrictions by 1-10-1956, if not earlier.

1. Within the availability of funds and materials for track renewal, removal of speed restriction is done according to needs of safety nature of speed restriction and relative importance of lines under speed restriction amongst themselves and in comparison with those that are not actually under speed restriction but where speed restriction may become necessary.

2. With the resources at our disposal it is not possible to withdraw all speed restrictions by 1-10-1956. A directive urging concentration of track renewal in any particular direction may create difficulties and therefore the Railways will be asked to follow the recommendation of the Committee as far as possible subject to the conditions stated in paragraph one.

[*Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21), dated 30-11-1956*].

4 13 The Committee are definitely of the opinion that the Scheduled programme of Track Renewal of 2,000 miles of track every year during the Second Five Year Plan must not be slowed down on any account. Such slowing down will only result in more engineering restrictions which will hamper the flow of traffic.

Owing to the reduction in the Railway's Second Five Year Plan from Rs. 1480 to Rs. 1125 crores the allocation for track renewals has had to be reduced from Rs. 125 crores to Rs. 100 crores.

The steel for permanent way will have to be largely imported and therefore the actual track renewal will not only depend on the monetary limit but also on the actual procurement from abroad and shipping to India. Therefore it has been possible to include only 1,600 miles of track renewal every year. Realisation even of this target will depend on the receipt of permanent way materials within the monetary limit.

[*Ministry of Ryys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 15-10-1956*].

8 17-19 The Committee recommend that apart from experiments on the redesigned rails, intensive areas to see whether rails of lesser weight cannot be utilized with the same amount of efficiency particularly in view of the fact that steel is in short supply in the country.

The Railway Board are seriously considering the question of increasing the axle loads of B.G. and M.G. locomotives in the light of present day circumstances. It may be stated here that axle load is only one of the factors which govern the poundage of rail section, other important factors being volume

of traffic, speed at which trains run, wear of rails etc. Not to speak of rails lighter than 90 and 60 lb. for B.G. and M.G. respectively, the traffic conditions have already reached a stage on certain important sections of Indian Railways, where even 90 lb. and 60 lb. rails, with the existing sleeper density, are not considered sufficiently strong or economical and, therefore, reducing the rail sections to 77 lb. and 48 lb. for B.G. and M.G. respectively will be a retrograde step. The Board are, therefore, considering the necessity of standardising track stronger than 90 lb./60 lb. rails with increased sleeper density for certain parts of Indian Railways. It is also inadvisable to introduce too many types and kinds of locomotives and rail sections.

India is no doubt short of steel at present but track should be a long lasting asset and frequent renewals are uneconomical and detrimental to traffic operation.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 30-II-1956*].

13 32 In view of the importance and urgency of the demand for steel the Committee feel that it should be desirable to import steel bars rather than slow down the programme of expansion of the Railways. The Committee recommend that Government should examine the possibility of private firms establishing plants for pressing

Availability and prices of pig iron and steel sleeper bars or finished steel sleepers fluctuate from time to time. The present position is that the demands of Railways cannot be met fully with any one kind or even both kinds of these sleepers. Ministries of Works, Housing and Supply and Heavy Industries

imported bars into sleepers provided the Railways could give an assurance that they would use steel sleepers in preference to cast iron sleepers during the next five years, and arrive at a satisfactory settlement of the problem by convening a conference with the representatives of the trade.

are arranging for the supply of pig iron and steel sleepers from indigenous sources and import as sleeper bars or finished sleepers as the case may be, depending on the availability and prices of these two kinds of materials.

2. The Railways have no preference for cast iron or steel sleepers. They will accept whatever is cheaper and available. Incidentally it may be mentioned that a big capacity for manufacture of cast iron sleepers has already been developed in the country.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 19-1-1957*].

20 41 Considering the fact that the Railways are badly in need of steel, the Committee consider that the Railways themselves should take all measures to utilise the scrap and have some more foundries located in or near the area of arisings. The Committee would like to invite a reference to the suggestion with regard to the more profitable utilisation of the Nahan Foundry made by some officials who visited the Foundry in 1954 (reproduced in para 95 of the 13th Report of the Estimates Committee). The Committee consider that Government

There appears to be some misunderstanding regarding the terms "steel" and "Cast-steel". The former is manufactured by "steel". Producers like TISCO and others. The Railways cannot take up this work. In regard to "Cast-steel" which is produced in "steel-foundries" the railways have a small plant at Ajmer. It is proposed to set up a bigger plant mainly for the requirements of Chittaranjan Locomotive Works at Chittaranjan. The setting up of additional steel foundries can be considered at a later

should constitute a small committee consisting of representatives of the Ministries of Commerce and Industry, Railways and Production and devise ways and means of maximising the use of Nahan Foundry already owned by Government for meeting the needs of the Railways.

date.

In regard to Nahan Foundry, it is understood this is a "gray iron" foundry with a limited equipment for non-ferrous castings. The suggestion regarding setting up a small committee consisting of representatives of the Ministry of Commerce and Industry, Railways and Production, will be referred to the Ministry of Commerce and Industry who control the Nahan Foundry.

(*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 15-10-1957*).

(Further information called for by the Committee).

Please state if the recommendation has since been passed on to the Ministry of Commerce and Industry and if so, what is their reply?

The recommendation was passed on to the Ministry of Commerce and Industry on 31-5-56 for such action as they deemed fit. No reply has so far been received from them.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 30-1-1958*].

The Committee suggest that question of re-introducing the system of recruitment of Sleeper Passing Officers by the Forest Research Institute may be considered by the Railway Ministry. They also recommend that, meanwhile, the Sleeper Passing Officers each of whom is required

There is at present, no separate cadre of Sleeper Passing Officers. The total number of posts at present is 3 Senior Scale and 8 Junior Scale in Class I and 12 in Class II service and recruitment to Class I and II Services must necessarily be entrusted to

to pass Sleepers worth lakhs of rupees every year, should be given intensive training at least for a minimum period of six months in the Forest Research Institute Dehra Dun.

the Union Public Service Commission. Also, with the cadre being so small, the arduous nature of the work involved in sleeper passing and the service prospects being, therefore, inadequate to ensure a contented service, it would be undesirable to recruit any officers exclusively for timber passing. At the same time there will also be no flexibility to shift the Sleeper Passing Officers to other work when found necessary for various reasons. The Ministry of Railways is, therefore, of the view that Civil Engineers, who possess a certain amount of knowledge of timber and its use, should, before being posted as Sleeper Passing Officers, receive special training at the Forest Research Institute, Dehra Dun. The duration of this special training would be fixed in consultation with the authorities of that Institute.

[Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 1-2-1958].

The Committee consider that work of making a proper survey of the forest wealth of the country should be undertaken without further

The Recommendation and the estimates of the Railway Sleeper requirements per year on the Indian Railways have been passed on

delay. The Committee are glad to note that the Railway Board have set up a Departmental Committee headed by the Inspector General of Forests of the Ministry of Food and Agriculture to go into the question of supplies of timber and the prices in the various States.

The Committee consider that it will not be possible for the I.G. of Forests to bestow immediate and constant attention to the work in addition to his current duties. As the Departmental Committee will have to visit as many as 12 to 14 States, it will take a long time to finish the work. The Committee, therefore, consider it of paramount importance to constitute a regular Departmental Committee having two or three constant members, the respective States Forest Officers being associated with the Committee while on tour, to finish the work in two or three months. During this period either the Inspector General of Forests may be relieved of his current duties, or, in case this cannot be done, another high powered officer may be placed as the Chairman of the Committee. But before the Departmental Committee proceed on further tours, the Railways should assess their maximum requirements of wooden sleepers for each of the three gauges separately in the Second Five Year Plan and intimate the same to the State Governments.

to the Ministry of Agriculture with the request that they may take necessary action and send a suitable reply.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21), dated 21-6-1957*].

31 (contd.)

(Further information called for by the Committee.)

The reply of the Ministry of Agriculture on the recommendation along with the Ministry of Railways' comments thereon may please be furnished.

(L.S.S. O.M.No.98-EC-II/56 dated 27-12-1957).

Attention is invited to the comments of the Ministry of Food & Agriculture sent direct to the Lok Sabha Secretariat under U.O. No. F. 22-70/57-FD dated 19-10-57.

2. Under recommendation No. 31, the point that emerges from the comments of the Ministry of Food & Agriculture is wider use of hitherto unacceptable species *after* treatment. This has already been done and the list of suitable species for sleepers has been considerably enlarged.

[Ministry of Rhys. O. M. No. 56-B(c) 6000/Recommendations (21) dated 14-4-1958].

32 71-72 The Committee recommend that the necessity for continuance of the existing specifications for sleepers should be examined by the Railway Research Centre keeping in view the specifications in foreign countries *vis-a-vis* the length of the gauges, the relative qualities of the wood used both abroad and in India, and possible reductions effected. The Committee also suggest that experiment should be started straightway by laying a track of a mile or two on the revised measurements in selected places with a view to see how far track maintenance

The present specifications for wooden sleepers on the Indian Railways were drawn in consultation with the Forest Research Institute, Dehra Dun, and were arrived at as a result of a hundred years experience. The question of their relaxation was raised at the annual Sleeper Conference held in Calcutta on the 22nd and 23rd June, 1955, when it was pointed out that even with the present fairly rigid specifications, the sleepers obtained were not always of very good quality and any official relaxation of the specifications

and rail comforts are affected by altering specifications.

might have undesirable effect. However, specifications are reviewed annually in a joint meeting with the Forest Authorities and revised where necessary.

2. Further, to secure better utilization of our forest resources and an increase in the production of sleepers in the country, it was suggested that the standard section of wooden sleepers might be reduced from $9' \times 10" \times 5"$ to $9' \times 8" \times 5"$ for B.G. and from $6' \times 8" \times 4\frac{1}{2}"$ to $6' \times 7" \times 4\frac{1}{2}"$ for M. G. This subject was also discussed in the 27th meeting of the Track Standards Committee under Item No 327 and it was recommended that the views of the Forest Authorities and suppliers should be ascertained with a view to see whether the revised sections would result in any appreciable conservation of the country's resources.

As a result of investigations made in this connection it was noticed that the reduction in the standard size would not materially help in conservation of timber and reduction in prices would not be appreciable. However, in certain areas particularly U.P., the reduction in standard section of sleepers indicated increased production.

The Railway Board decided to carry out full scale trials with $9' \times 8" \times 5"$ for B.G. and $6' \times 7" \times 4\frac{1}{2}"$ M.G. on two Railways before taking a final

decision on the revision of standard section of wooden sleepers. The Northern Railway conducted trials on Moghalsarai-Lucknow section with sleeper density of N+7 instead of normal density of N+3. The trials conducted on the Northern Railway revealed that B.G. sleepers with section 9' x 8" x 5" could be used in yards and their use in the main line could follow after gaining experience. As regards trials conducted on N. E. Railway, no definite conclusion has yet been reached.

3. In view of the above, the Railway Board have decided to accept B.G. sleepers with section 8' x 5" for use on all lines except those used by passenger trains, provided prices are reasonable in comparison with standard sleeper of 10' x 5" and that the same width of sleepers is used in a panel with 8' x 5" sleepers as is being used with standard 10' x 5" sleepers. Necessary instructions to the Railway are being issued. A watch will be kept to find out the increase in total procurement with or without reduction in the production of standard size sleepers.

[Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21) dated 30-11-1956].

(Further information called for by the Committee)

(i) In sub-para 2 of the comments, it is stated that the reduction in standard section of sleepers has indicated increased production. Please indicate the same. In sub-para 3 of the same para it is stated that the trials conducted on the Northern Railway revealed that the B.G. sleepers with section $9' \times 3'' \times 5''$ could be used in yards and their use in main line could follow after gaining experience, please state the conclusion, if since reached in the matter. Also please state the conclusions arrived at as a result of trials conducted on N.E. Railway.

(ii) Please intimate the instructions referred to in para 3 of the comments, if since issued to the Railways. Also please state if there has been any increase in the total procurement with or without reduction in the production of standard size sleepers as a result of watch kept by the Ministry.

37 (L. S. O. M. No. 98-EC-II/56, dated 27-12-1957);
81

The Committee were informed that the Forest Research Institute had been suggesting to the Ministry of Railways to insist on having seasoned and preserved timber and that the Defence Ministry had already issued instructions expressing their preference for employing contractors who had got their own season-

The matter is under reference with the various States and the Railways.

*

Instructions were issued in October, 1956 and a copy thereof is enclosed for ready reference. So far it has been noticed that the reduction in the section has made no difference to the quantum of supply.

[Ministry of Rlys. O.M. No. 56-B (c)6000/Recommendations (21) dated 29-4-1958].

Seasoned wood is required mostly for the manufacture of coaches in Railway carriage and wagon workshops. Due to great shortage of seasoned wood all over the Railways, the Railway Board have already decided to instal for the present four medium sized Kilns in Matunga.

*NOTE : Copy of instructions is reproduced in Appendix IV.

ing Kilns and who would supply seasoned timbers. The Committee suggest that the Railways and Director General of Supplies and Disposals should take similar action.

Kharagpur, Perambur and Gorakhpur Work shops, to ensure regular supply of seasoned timber for carriage shops. In case it is found necessary, more workshops will be equipped with such plants.

2. In regard to the preservation of timber, sleeper treatment is receiving attention and in addition to the plants installed at Dhilwan and Naharkatiya a long time ago, a new crosoting plant has been recently established at Bareilly and the fourth one is being erected at Olavakot.

3. Seasoned timber for building works will be given preference over unseasoned timber subject to availability within reasonable prices.

[*Ministry of Rlys. OM No. 56-B (c) 6000/Recommendations (21) dated 30-11-1956*].

45 91 A detailed study of operation on Indian Railways has revealed that there is an acute shortage of rolling stock due to which Indian Railways are not in a position to carry the traffic offered expeditiously. It is obviously necessary to procure more rolling stock on an adequate scale to cope with the situation.

The allotment of funds to the Railways has been reduced from Rs. 1480 crores to Rs. 1125 crores and as a result thereof provision made under various heads had to be curtailed. A copy of these recommendations has been forwarded to the Planning Commission for their information and such action as they may consider necessary.

63

138 The Committee suggest that the Railway Board should investigate thoroughly the causes of inordinate hold-ups of underframes, estimate the losses incurred and fix responsibility for the same. The Committee also recommend that the overall position of underframes on different railways should be periodically reviewed by the Railway Board and prompt steps taken for despatch of these underframes, to points where required for coach building. In view of the acute shortage of coaching stock in the country, the necessity of reducing the idle time of the underframes cannot be overstressed.

[Ministry of Rlys. O.M. No. 56-B (c) 6000/Recommendations (21) dated 30-11-1956].

The recommendation would seem to imply that the Railways have been having an inordinate accumulation of underframes and losses might have been incurred due to some of the underframes having deteriorated on account of adverse weather conditions.

The position regarding Broad Gauge Bogie Underframes received from abroad and from Messrs. Telco in the recent past was as under:

Period ending.	Nos. on hand		
	Imported	Indigenous	Total
30-6-55	523	73	596
31-12-55	423	45	468
31-3-56	377	50	427

It is important to point out here that the above figures include underframes in hand for the construction of coach bodies in workshops including Hindustan Aircraft Limited, Bangalore. The existing Broad Gauge indigenous coach building capacity is about 500 to 600 numbers per year and it has been planned to increase the indigenous capacity so as to build nearly 1000

Broad Gauge coaches, per year from the beginning of the Second Plan. Normally about 25 to 39 per cent of the annual capacity represents the number of coaches under various stages of construction and, therefore, nearly 150 underframes out of a total of 427 as on hand on 31-3-56 were under construction.

It will be further noted that over 80 per cent of the underframes in hand were imported units. Deliveries from abroad commence about 18 months after the placement of orders and are completed within about six months thereafter, depending on the size of the orders. It is, therefore, obviously desirable to have some reserve stocks in order to ensure full utilisation of all available coach building capacity to relieve the acute position of coaching stock on Indian Railways. It would, therefore, be appreciated that the stock of Broad Gauge underframes on 31-3-56 was fairly reasonable. It may be added here that, although further orders have been placed, the Railways may be faced with a difficult period between March to June, 1957 in regard to underframes supplies. As it is, there is already a shortage of Metre Gauge underframes and a part of the Metre Gauge coach building capacity may remain idle for some time.

In regard to the issue of losses raised in Committee's recommendations, it is stated that no underframes have suffered any deterioration due to weather conditions or any other reasons and the Railways have suffered no loss whatsoever on this account.

A periodical review of the overall position of coach underframes, as desired by the Committee, is already being carried out and necessary adjustments made whenever found desirable.

[Ministry of Rlys. O.M. No. 56-B (c) 6000/Recommendations (21) dated 30-11-1956].

141 The Committee would also recommend that the Railways should encourage production of various components required for the building of the Rolling Stock in the private sector with a view to (a) reduce the pressure on major manufacturing projects and (b) to encourage the development of local industries round about the major projects in the private sector.

Loco components required by the Railways and which are beyond their capacity will be produced in the components factories which are being put up. There is no need for setting up production units for the manufacture of spare parts for coaching and goods stocks as the additional wagon repair shops being set up in the 2nd Five Year Plan will also provide the additional capacity for spare parts. In the mean time, such of the imported components as can be developed in the private sector will be done on the basis of the recommendations of the Railway Equipment Committee whose final report has just been received.

[Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 15-10-1956].

68

144 The Committee suggest that the question of providing history sheets for individual coaches might also be examined by the Railway Ministry. The Committee also suggest that the Major repairs undertaken should also be indicated on the wagons in suitable code words.

The Railways are already maintaining history sheets of individual coaches. The Committee's recommendation in regard to indication of major repairs on wagons is also generally being implemented.

[Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21) dated 2-2-1957].

69

145 The Committee recommend that suitable locking arrangement should be provided on the brackets fixed on each side of the wagon so that the wagon lables, once they are inserted cannot be taken out. The Committee feel that the little extra expenditure incurred on this account will be compensated by the reduction in claims due to the wagons being misdispatched or remaining unconnected.

The question of providing locking arrangement on the brackets fixed on each side of the wagon was examined in detail but it was considered that locking of label holders would not solve the problem if the labels are damaged by mischief. The 'Parshad' Label Holders to modified I.R.S. Drawing No. W-11 (Alt. 3) which are now being used on new wagons are expected to afford additional security to the labels. Railways have been instructed to replace all old label holder which do not conform to IRS Drg. No. W-11 (Alt. 3) with those of this type.

Accordingly no further modification is considered necessary unless experience with the present design in service shows that further improvement is necessary.

[Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21), dated 2-2-1957].

CHAPTER IV

Replies of the Government that have not been finally accepted by the Committee

S. No. (as in the Appendix IV to the 21st Report).	Reference to Paragraph No. of the Report.	Summary of Recommendations/ conclusions	Government's reply	Comments of the Committee
1	2	3	4	5
5	14	<p>The Committee regret to observe that no satisfactory progress has been made with regard to the welding of rails despite the fact that, the Indian Railway Enquiry Committee (1947) have recommended the adoption of welded rails on a sufficiently large scale. The Committee suggest that the Railway should be asked to chalk out a definite annual programme so that the practice of using welded rails may be extended rapidly on Indian Railways.</p>	<p>Up to the end of March, 1955 there were approximately 300 miles of welded track involving about 60,000 welded joints on Indian Railways. The length of welded rails, excluding those on bridges, varies from 126 to 210 ft. A small number of welded rails of 410' length have also been tried with no special expansion arrangements. Although figures are not available up to the end of March, 1956 number of miles welded in the year 1955-56 will be proportionately much larger than</p>	<p>I. The Committee would like to know.</p> <p>(i) The reasons for adopting strength and maintenance methods of track on Indian Railways different from those in other countries;</p> <p>(ii) why it has taken the Railways more than one year to plan tests on welded rails ;</p>

annual mileage in previous years.

2. Modern tendencies in those foreign countries which have adopted welding of tract extensively, is to go in for much longer length of welded rails. This is supported by both theoretical and practical considerations. However, before India can go in for welded tract in panels of longer length the questions of strength of tract, devices for releasing locked up stresses, quality of Thermit welds, costs of welds, etc. are to be carefully considered in the light of local conditions. Up to now, it has been our experience that welding of tract cannot lead to any direct economy such as reduction of number of sleepers, maintenance costs etc., although there are more than one indirect advantages.

3. However, the whole subject is under examination and it is

(iii) whether the trials with half mile long welded rails have since been carried out, and if so, with what results ; and

(iv) whether the Ministry have fixed any target or time-limit within which it was expected to take a final decision in the matter of welding of rails.

II. Also please see para 1 of Chapter I.

Expected that a policy for welding rails on Indian Railways by Flast Butt Process (stationery or mobile plants) and by fusion process, length of welding, devices for releasing locked up stresses, specification for welding, etc. will be laid down, after certain experiments have been carried out in the field, specially about long lengths of welded rails.

[*Ministry of Rlys. O.M. No. 56-B(c)*
6000/Recommendations (21),
dated 15-10-1956].

(Further information called for by the Committee).

Please state if the policy regarding welding of rails has since been finalised and if so, what is the latest position.

[*L.S.S. O.M. No. 98-EC-II/56*
dated 27-12-57].

It is difficult to lay down a final policy for welding rails joints. Theory and practice on this subject are still progressing. Indian Railways have experience of welded rails of 210 ft. length both by Flash Butt and Fusion Process. Modern tendency is for longer welded rails. Strength and maintenance methods of track on Indian Railways are different from those of the countries who are experimenting

with longer welds. Any experiment on tract must be done very cautiously as it involves safety of traffic.

Specifications for Thermit Welding have since been drafted by a special committee appointed for the purpose. These are under examination.

Trails with half mile long welded rails will shortly be carried out.

France and Germany are the two advanced countries in the welding technique. A 'On the spot' study is proposed to be undertaken by sending one of our engineers to intensively study the problem of welding rails in all its aspects. Foreign exchange position is however very tight. In the meantime, however, welding of rail joints is being steadily carried out by the two world recognized processes of 'Flash Butt' and

'Thermit or Fusion'. During 1955-56, about 24000 joints equivalent to about 120 miles were welded. During 1956-57, about 64000 joints equivalent to about 316 miles were welded.

[Ministry of Rlys. O.M. No. 56-B(c) 6000/Recommendations (21), dated 14-4-1958].

A number of Engineers are going abroad in some connection or other, also a number of students are studying in Engineering subjects abroad, could not a few of them be asked to study the subject of welding of rails on behalf of the Ministry of Railways.

[L. S. S. O.M. No. 98 EC II/56 dated 17-6-1958].

General principles and practice of welding technique are known in the country to a fairly high degree, but without intimate knowledge and experience of Railway Engineering, a study by Engineers and Students not of the Railways and without such background will be of little practical value to the Railways.

[Ministry of Rlys. O.M. No. 56 B(c) 6,000/Recommendations (21) dated 6-8-1958].

6

15

The Committee strongly recommend that the practice of obtaining records of the condition of track by the use of the Tests Cars or Hallade Instruments twice a year and placing the annotated records in the hands

Noted.

[Ministry of Rlys. O.M. No. 56 B(c) 6000/Recommendations (21), dated 3-6-1957].

The Ministry was requested to state the steps taken to implement the recommendation. Their final reply is still awaited.

6 (contd.)

of the permanent-way Supervisory Staff expeditiously should be progressively adopted and made universal on Indian Railways at a very early date.

(Further information called for by the Committee).

Please state the steps taken to implement the recommendation.

[L.S.S. O.M. No. 98 EC II/56, dated 27-12-1957].

The Railways were asked in July, 1957 to take steps to provide staff and equipment necessary to carry out testing of tract twice a year on main lines. The present position is being ascertained and a further reply will be sent shortly.

[Ministry of Rlys. O.M. No. 56 B(c) 6000/Recommendations (21), dated 4-7-1958].

21

42

The Committee are glad to learn that a survey of the capacity of particular ports as well as mines is being undertaken before a final decision on the question of export of ore by the Government

Please see para 2 of Chapter I.

themselves is reached. The Committee suggest that this survey may be completed expeditiously and the final decision arrived at quickly so as to facilitate quick inflow of steel in return from the importing countries.

26

53 The Committee feel that the distribution of forests of the country amongst the various Railways is not quite rational. The Committee consider that the criterion should be that the area through which the Railway passes should be allotted to that Railway resulting in saving in transport also.

The Committee recommend that the proposal to allot the forests in Gujerat and a portion of the Bombay forests to the Western Railway, reported to be under consideration should be done early and that reallocation of forests should be made with reference to the newly created South-Eastern Railway Zone as also the Central Railway to which no forest has been allotted.

Output of timber from the forests in different parts of the country varies greatly in quantity and quality and therefore it is not possible to allot forests in different States to different Railways for the procurement of sleepers required on a particular Railway. Procurement of sleepers is carried out by different groups, as detailed below, as required and available, for the Indian Railways as a whole and the distribution to different Railways is made by the Railway Board based on their requirements.

The Ministry have been requested to state as to why the Central Railway has not been allocated any forest area.

2. The present distribution of forests in the country amongst the various procuring Railways is given below :—

Railway Forests in the States

1. Northern Punjab (I), Himachal Pradesh, Pepsu and Jammu & Kashmir.

2. North Assam, Uttar Pradesh and Nepal.
Eastern Railway.

*3. Eastern West Bengal, Bihar Railway Orissa, Madhya Pradesh and Vindhya Pradesh.

4. Southern Andhra, Hyderabad, Madras, Mysore, Travancore-Cochin, Bombay and Coorg.

5. Western Saurashtra, Madhya
Railway. Bharat and Rajasthan.

The Railways are normally required to confine procurement of sleepers to their allotted jurisdiction and to maximise procurement from the State Forests

3. The distribution of sleepers procured by the Railways is decided by the Board on the basis of requirements of each Railway with due regard to the question of lead. The subject of distribution of Forests in different States to different Railways will, however, be reconsidered after the re-adjusted States have been formed.

[Ministry of Railways O.M. No. 56-B(c) 6000/Recommendations (21) dated 15-10-1956].

*With the formation of S. E. Railway, the sleeper procurement work which was with the Eastern Railway has been given to the S. E. Railway.

(Further information called for by the Committee).

Please state if the question of distribution of forests in different States to different Railways has since been examined and if so, what is the latest distribution ?

[L.S.S. O.M. No. 98-ECII./56, dated the 27th Dec., 57].

The latest distribution of forests in the States amongst various Railways is given below :—

Railway	<i>Forest in the States</i>
Northern	Punjab (I), Himachal Pradesh, Jammu & Kashmir and Rajasthan.
North-Eastern	Uttar Pradesh and Nepal.
North-East-Frontier	Assam, Sikkim, Bhutan, North East Frontier Agency, Manipur and Tripura.
South Eastern.	West Bengal, Bihar, Orissa, Madhya Pradesh and Balharshah Forests in the Bombay State.

Southern Madras, Mysore,
Kerala, Andhra
Pradesh and
Andamans.

Western Bombay except
Balharshah Forests.

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/Recommendations (21) dated the 14th April, 1958*].

35

76 The Committee suggest that the possibility of having an inter-Governmental agreement with Nepal for supply of sleepers either on the basis of what India is giving her under the Colombo Plan or on the basis of Barter Agreement might be explored. Roads could be constructed to reach inaccessible forest areas of Nepal on condition of getting adequate quantities of sleepers or timber in return. The Committee also suggest that the diplomatic representatives of India in Indonesia, Burma, Bhutan and Sikkim which contain considerable forest wealth should be asked to explore the possibilities

The Colombo Plan or Barter Agreement is not within the jurisdiction of the Ministry of Railways. The Ministry of Commerce and Consumer Industries who are concerned in the matter have been requested to explore the possibilities of obtaining wooden sleepers for Indian Railways from Nepal, Indonesia, Burma, Bhutan, and Sikkim. It is understood that the Ministry of Commerce and Consumer Industries have already referred the matter to our diplomatic representatives in these countries.

2. The recommendations of the Estimates Committee have

The Ministry have been asked to furnish detailed comments depicting the latest position of supplies of sleepers during the year 1957-58. Their reply is still awaited.

been noted and further developments are being watched.

[*Ministry of Railways. O. M. No. 56-B(c) 6,000/Recommendations (21) dated 30-11-1956*].

of obtaining sleepers from them.

The recommendation has been passed on to the Ministry of Agriculture with the request that they may take necessary action and also send a suitable reply.

[*Ministry of Railways O. M. No. 56-B(c) 6000 (Recommendations, (21) dated 4-6-57*].

The Committee recommend that the question of obtaining more sleepers by a process whereby instead of taking royalty from the contractors in cash, the State Governments may take from them sleepers of that value and negotiate directly with the Railways, be considered further, as this procedure might be beneficial both to the State Governments and the Railways.

The Ministry were requested to offer their comments on the views of the State Governments received through the Ministry of Food & Agriculture. Their reply is still awaited.

Views of the State Governments received through the Ministry of Food & Agriculture also attached.

VIEWS OF STATE GOVERNMENTS RECEIVED THROUGH THE MINISTRY OF FOOD AND AGRICULTURE

- Andhra . . . The Chief Conservator of Forests has been requested to see that sleepers are supplied to Railways as far as possible.
- Bombay . . . Recommendation of the Estimates Committee would not apply to Bombay State as the work of production of sleepers is allotted to tenderers. Considerations of rates of royalty would not be valid nor would they be acceptable to the State.
- Madras . . . Madras State is not in favour of introducing any changes in the present system.
- Madhya Pradesh . . . State Forest Department does not produce railway sleepers.
- Orissa . . . Timbers suitable for conversion into sleepers are put to auction and given to highest bidder. No royalty is realised as such.
- Bihar . . . The system recommended by the Estimates Committee 1955-56 for getting supply of more sleeper is already partly in vogue in the State of Bihar. The timber coupe purchasers supplying sleeper through the Forest Department are allowed proforma credit upto 90% of the value of the sleepers which they get passed by the sleeper pass-

ing officers. The supply orders for such sleepers are obtained from the railways by the Forest Department and supply is ensured by stipulating the same from coupes sold to the contractors for exploitation.

West Bengal . . . The State of West Bengal are not in favour of the proposal, on the ground that it would be difficult to operate in actual practice.

Assam . . . The recommendation of the Estimates Committee has already been adopted as far as practicable.

Uttar Pradesh . . . The U. P. Forest Department arrange for the supply of Railway sleepers through the Forest Contractors who purchase forest coupes at auctions. The demand for sleepers from Railways and their prices are fixed long before auctions take place. The system suggested by Estimates Committee for obtaining more sleepers for Railways would not be workable in the State.

Punjab . . . The exploitation is done in the State departmentally.

Mysore . . . The State is supplying the proceeds direct to the Railways and hence the procedure suggested does not arise.

Himachal Pradesh

The forest contractors sell their sleepers obtained from the standing trees to whomsoever they like and the State Forest Department have no control over or connection with their disposal unless a presumption clause is introduced.

Kerala

Kerala State has not got any pure forests like Sal forests in U. P. and Deodar Forests in other Northern States where there is only one species available and that species is exploited only for sleepers. This State are unable to recommend the procedure envisaged in the recommendation of the Estimates Committee for adoption.

- Rajasthan . . .
- Tripura . . .
- Delhi . . .
- Manipur . . .

} }

Do not produce railway sleepers or supply sleepers to railways.

[Ministry of F. & A. (Deptt. of Agriculture) U/O No. 22-64/57-F.D. dated the 9th March, 1957].

57 129

The Committee recommend that each Railway should evolve the system of piece-work rating and bonuses in its major workshops and the co-operation of the National Federation of Indian Railwaymen and its local branches should be sought in this matter

The recommendation has been noted.

Some incentive schemes have been in force in certain Railway Workshops and the feasibility of their progressive introduction in all the workshops has been under consideration. In 1949 the

The Ministry have not disclosed names of workshops where the pilot schemes of piece-work/bonus system were being tried as desired by the Committee

with a view to complete the scheme as early as possible. The Committee do appreciate, that to start with the standards in different workshops will have to be different in view of the local conditions such as the type of plant and machinery of work etc., but uniformity should be gradually attained.

Board advised the Railway Administrations that as an incentive to increased production in railway workshops it would be desirable to introduce piece-work/bonus system and that action should be taken to provide for specialisation by a few men in 'rate fixing', but that for the present they should undertake a time-study of different operations in workshops.

A piece-work scheme was introduced in Chittaranjan Locomotive Works from December, 1954.

A Pilot Scheme is also intended to be tried out in one workshop and will be gradually extended to others in the light of experience gained.

[*Ministry of Railways O.M. No. 56-B(c) 6000/ Recommendations (21), dated 20-6-1957*].

(Further information called for by the Committee)

in their subsequent communication. The Ministry is however requested to furnish the necessary information at an early date and they may also pursue the matter vigorously and also intimate the details of steps taken in this respect.

57 (contd.)

Please state where and when the pilot scheme was tried out and with what results also whether the scheme is being extended to other workshops.

The major scheme of payment by results during the post-war years was introduced at Chittaranjan Locomotive Works through piece work in one form or another on a very limited scale had been in vogue in a few repair workshops, on the Indian Railways even earlier.

[L.S.O.M. No. 98-EC II/56, dated 27-12-1957].

2. The results of the introduction of incentive scheme of payment on a very large scale at Chittaranjan Locomotive Works have been very encouraging and the pace of the preparatory steps to be carried out in repair shops has since been accelerated with a view to introducing similar schemes in most of the repair shops on the various Railways early. It is hoped that a beginning of a similar scheme of payment would be made in a few selected Shops sometime in 1958-59.

[Ministry of Rlys. O. M. No. 56-B(c) 600/- Recommendations (21), dated 11-2-1958].

64

140 The Committee consider it necessary that the idle capacity in the Hindustan Shipyard should be

The Ministry of Production have advised as follows:—
“Even though the Ministry of The Ministry was requested to intimate the progress made in consultation,

utilised to its full capacity for assembling wagons for the Railways. The Committee suggest that the Production Ministry should examine the possibilities of utilising the idle capacity available there for the benefit of the Railways, in consultation with the Railway Ministry.

Production had already advised the Estimates Committee with reference to Para 74 of their 14th Report, the experts were of the view that taking up other work was likely to interfere seriously with the shipbuilding schedule of the shipyard, the matter has been examined in detail in consultation with the Managing Director of the Shipyard. The Ministry has been advised that in spite of the difficulties in developing it for undertaking railway work, it is possible for the shipyard to undertake a certain amount of forgings for the railways from about March '57, towards which end consultations are in progress with the Ministry of Railways".

[*Ministry of Rlys. O. M. No. 56-B(c) 6000/- Recommendations (21), dated 15-10-1956.*]

between the two Ministries on the subject of forging to be undertaken by the Hindustan Shipbuilding yard on behalf of the Railways—Reply is still awaited.

NEW DELHI,

The 19th September, 1958.

BALVANTRAY G. MEHTA,
Chairman,
Estimates Committee.

APPENDIX I

CONTRACTS PLACED BY THE MINISTRY OF RAILWAYS (RAILWAY BOARD), NEW DELHI-2.

The following statement gives details of contracts for Import of Iron and Steel placed by the Ministry of Railways (Railway Board), Government of India, during the periods July '57 to August '57, in response to Global Enquiry No. GES I (1957-58) issued on 24-4-1957.

Serial No.	Description of Stores	Specification as per accepted tender	Quantity in long tons of 2240 lbs.	Rate per long ton	Name of Contractor	Country of Origin
1	2	3	4	5	6	7
1	Pig Iron	I.S.I. No. 224-1950 (Coke quality)	75,000	U.S. Dollars 90.415 (Shipment by chartered vessels)	(C. & F.) Ms. The Pittsburgh Coke & Chemical Co. Pittsburgh, 19, P.A. U.S.A.	U.S.A.
2	Pig Iron	Do.	55,000	U.S. Dollars 92.0	(G.I.F.) Ms. The Luria Steel & Trading Corporation, New York.	U.S.A.
3	Rails 90 lbs. RBS FF	I.R.S. No. T-12-55 (Open hearth, M.M.)	50,000	Canadian dollars 150.0	(C. & F.) Ms. Dominion Steel & Coal Corporation Ltd., Montreal.	Canada.
4	Rails 90 lbs. RBS FF	I.R.S. No. T-12-55 (Open hearth, carbon rails).	30,000	£ Sterling 47-12	(F. O. B.) Ms. Tehnopromet, Beograd, Nusiceva 6.	Yugoslavia
5	Rails 90 lbs. RBS FF	I.R.S. No. T-12-55 (Open hearth, M.M.)	35,000	Italian Lire 89250	(F. O. B.) Ms. Ilya Alt Front E. Accierie D' Italia, Societa Per Azioni, Genova, via Corsica, 4.	Italy.

6	Rails 90 lbs. RBS FF .	U.I.C. 722/0 (Thomas M.M.)	12,000	Belgian Francs 6870.50	(F. O. B.)	Ms. Columeta Comptoir, Metallur- gique Luxembourg- geois, Luxembourg.	S.A. Luxembourg
7	Rails 90 lbs. RBS FF .	U.I.C. 722/0 (Thomas M.M.)	24,000	Belgian Francs 6870.50	(F. O. B.)	Ms. Comtoir Des Acie- ries Belges, Section Des Rails, Seraing.	Belgium.
8	Rails 90 lbs. RBS FF .	U.I.C. 722/0 (Thomas M.M.)	12,000	French Francs 48142.50	(F. O. B.)	Ms. Union Siderurgique Lorrain "Sidelor", 96, Rue Amelot, Paris, Ile.	France.
9	Rails 90 lbs. RBS FF .	I.R.S. No. T-12-55 (Open Hearth M.M.)	8,500	D.M. 599.64	(F. O. B.)	Ms. Stahlunion-Export G.m.b.H. (22a) Dusseldorf, Breitestrasse 31.	Western Germany
10	Rails 90 lbs. RBS FF .	U.I.C. 722/0 (Thomas M.M.)	16,000	D.M. 583.84	(F.O.B.)		
11	Rails 90 lbs. RBS FF .	I.R.S. No. T-12-55 (Open Hearth M.M.)	6,500	D.M. 599.64	(F. O. B.)	Ms. Klockner & Co., Duisburg, Western Germany.	Western Germany.
12	Rails 90 lbs. RBS FF .	U.I.C. 722/0 (Thomas M.M.)	6,000	D.M. 583.84	(F. O. B.)		
13	Rails 90 lbs. RBS FF .	I.R.S. No. T-12-55 (Open Hearth M.M.)	20,000	£ Sterling 56-2-1 (Freight element £ 6.13.11d net).	(C. I. F.)	Ms. Ferronet Ltd., Prague II, Czechoslo- vakia.	Czecho- slovakia.
14	Rails 90 lbs. RBS FF .	I.R.S. No. T-12-55 (Open Hearth M.M.)	7,000	£ Sterling 56-18-5 Bombay/Madras £ 57-8-6 Calcutta (Freight element £ 6-5-6d (net) plus over-length surcharge 15 sh. for Bombay/ Madras and 20% for Calcutta.	(C. I. F.)	Ms. Yawata Iron & Steel Co. Ltd. Tokyo.	Japan.

15	Rails 75 lbs. RBS FF	U.I.C. 722/0 (Thomas M.M.)	12,000	Belgian Francs 7327.50	(F. O. B.)	Ms. Comtoir Des Acieries, Belges, Sermg	Belgium.
16	Rails 75 lbs. RBS FF	U.I.C. 722/0 (Thomas M.M.)	3,000	French Francs 51343.83	(F. O. B.)	Ms. Union Siderurgique Lorrain 'Sidelor', 96, Rue Arnelot, Paris, Ile.	France.
17	Rails 75 lbs. RBS FF	I.R.S. No. T-12-55 (Open Hearth M.M.)	8,000	D.M. 638.04	(F. O. B.)	Ms. Klockner & Co., Duisburg, Western Germany.	Western Germany.
18	Rails 75 lbs. RBS FF	U.I.C. 722/0 (Thomas M.M.)	4,000	D.M. 620.98	(F. O. B.)		
19	Rails 60 lbs. RBS FF	U.I.C. 722/0 (Thomas M.M.)	12,000	Belgian Francs 7804	(F. O. B.)	Ms. Mineire et Meta-lurgique de Rodange, Luxembourg.	Luxembourg.
20	Rails 60 lbs. RBS FF	I.R.S. No. T-12-55 (Open Hearth M.M.)	18,000	£ Sterling 63-9-0 Bombay/Madras, £63.19.1 Calcutta (Freight element, £ 6-5-6 (net) plus over-length surcharge 15 sh. for Bombay/Madras and 20% for Calcutta.	(C. I. F.)	Ms. Yawata Iron & Steel Co., Ltd. Tokyo.	Japan.
21	Rails 50 lbs. RBS FF	I.R.S. No. T-12-55 (Open Hearth M.M.)	18,000	£ Sterling 66-14-0 Bombay/Madras, £67-4-1 Calcutta (Freight element £65.6. (net) plus over-length surcharge 15 sh. for Bombay/Madras and 20% for Calcutta plus 20 sh. output surcharge for Kamaishi port.	(F. O. B.)	Ms. Fuji Iron & Steel Co. Ltd., Tokyo.	Japan.
22	Rails 50 lbs. RBS FF	I.R.S. No. T-12-55 (Open Hearth M.M.)	4,000	Italian Lire 93375.	(F. O. B.)	Ms. Continental des Italy-Products Siderurgiques, 148, Boulevard Hussman, Paris, 8c.	Italy.

23	Fish plates for 90 lbs. R FF Rails to IRS Drg. No. T059.	IRS No. T-1-50	3,900	Italian Lire 106750	(F. O. B.)	Ms. S.P.A. Officine Fratelli Bertalli fu Rudolf, Italy.	Italy.	
24	Fish plates for 75 lbs. R FF Rails to IRS Drg. No. T060.	IRS No. T-1-50	1,000	Italian Lire 111125	(F. O. B.)			
25	Fish plates for 60 lbs. R FF Rails to IRS Drg. No. T061.	IRS No. T-1-50	1,000	Italian Lire 112000	(F. O. B.)			
26	Fish Plates for 50 lbs. R FF Rails to IRS Drg. No. T086.	IRS No. T-1-50	1,800	Italian Lire 114889	(F. O. B.)	Ms. Macchiorlatti Dalmas Italy.	Italy, Turin,	
27	Steel Track Sleepers for 90 lbs. R FF Rails to I.R.S. Drg. No. T460.	IRS No. T-9-50	15,000	£ E. Sterling 50-8-9	(F. O. B.)	Ms. Workington Iron & Steel No. (Branch of United Steel Co., Ltd., Cumberland, U.K.)	United Kingdom.	
28	Turnout Sleeper bars for 90 lbs. R FF Rails (Thomas quality Steel) to I.R.S. Drg. No. T455. Min. Tensile Strength 26-33 tons/sq. inch.	IRS No. T-9-50	18,000	Belgian Francs 7272.00	(F. O. B.)	Ms. Societe Anonyme Cockerill-Ougree, Belgium.	Belgium.	
29	Turnout Sleeper bars for 90 lbs. R FF Rails to I.R.S. Drg. No. T455. (Thomas quality Steel) Min. Tensile strength 26-33 tons/sq. inch.	I.R.S. No. T-9-50	15,000	French Francs 50886.50	(F.O.B.)	Ms. Union Siderurgique Lorraine 96, Hue Amolet, Paris, Ile.	France.	

30	Bearing plates for 90 lbs. R FF Rails to I.R.S. Drg. No. To66.	I.R.S. No. T-5-34	3,850	D.M. 799.00	(F.O.B.)	M/s. Klockner & Co., Western Germany	Western Germany.
31	Bearing Plates for 90 lbs. R FF Rails to I.R.S. Drg. No. To66.	I.R.S. No. T-5-34	2,500	£ Sterling 68-1-8	(F.O.B.)	M/s. Colvilles Ltd., Glasgow.	U.K.
32	Bearing Plate bars for 75 lbs. R FF Rails to I.R.S. Drg. No. To68.	I.R.S. No. T-5-34	2,855	Italian Lires 91440	(F.O.B.)	M/s. Macchiorlatti Dalmas Efigli, Turin, Italy.	Italy.
33	Bearing Plates for 90/75 lbs. R FF Rails to I.R.S. Drg. No. To69.	I.R.S. No. T-5-34	1,765	D.M. 799.00	(F.O.B.)	M/s. Klockner & Co., Western Germany.	Western Germany.
34	Bearing plates for 60 lbs. R FF Rails to I.R.S. Drg. No. To71.	I.R.S. No. T-5-34	2,620	£ Sterling 68-1-8	(F.O.B.)	M/s. Round Oak Steel Works, Ltd., Staffordshire.	United Kingdom.
35	Bearing Plate bars for 50 lbs. R FF Rails to I.R.S. Drg. No. To72.	I.R.S. No. T-5-34	4,500	Italian Lire 91440	(F.O.B.)	M/s. Macchiorlatti Dalmas E figli, Turin, Italy.	Italy.
36	Mild Steel Plates .	I.R.S. No. M5-Class II, (Thomas quality).	4,465	From D.M. 635.00 to 658.50 according to sizes.	(F.O.B.)	M/s. Coutinho Care & Co., Humberg 1.	Western Germany.
37	Mild Steel Plates	I.R.S. No. M5-Class II & M30 (Thomas quality).	6,185	From £ 54-0-0 to £55-15-0 according to sizes.	(F.O.B.)	M/s. Continentale des Produits Siderurgiques, 148, Boulevard Houssmann, Paris 8.	France.
38	Mild Steel Plates .	I.R.S. No. M5-Class II & M30 (Open Hearth quality).	9,549	From £ 60-10-0 to £63-0-0 according to sizes.	(C. I. F.)	M/s. Yamato Steel Works Ltd. M/s. Kawasaki Steel Corporation, M/s. Nippon Kokan Ka bushiki Kaisha, M/s. Fuji Iron & Steel Co., Ltd., M/s. Yawata Iron & Steel Co., Ltd., Tokyo.	Japan.

APPENDIX II

Supply of Steel (Thomas quality and Metric Size) accepted by the Ministry of Railways during the years 1955-56, 1956-57 and 1957-58.

Year	Total quantity received in L/tons	Thomas quality accepted in L/tons.	Percentage of Thomas quality in relation to column 2	Metric Size supplies accepted.	Percentage of metric Size in relation to Col. No. 2
1	2	3	4	5	6

Railways—

1955-56	69,620	2,000	2.87		
1956-57	1,50,884	3,149	2.09	8,746	5.79
1957-58	1,83,817	19,797	10.77	10,254	5.58
TOTAL	4,04,321	24,946	6.17	19,000	4.69

Year	Order placed for total quantity L/Tons.	Thomas quality L/Tons.	Percentage of Thomas quality in relation to column 2.	Metric Size.	Percentage of Metric size in relation to column 2
1	2	3	4	5	6

Railway Board—

1957-58	349,969	111,650	31.9	nil	nil.
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APPENDIX III

Copy of Office Memo. No. E.I. 29 (18)/56 dated 5-11-56 from the Ministry of Heavy Industries to the Ministry of Railways (Railway Board), New Delhi

OFFICE MEMORANDUM

SUB:— *Recommendations of the Estimates Committee Progress made thereon.*

The undersigned is directed to refer to the Ministry of Railways (Railway Board) Office Memorandum No. 56/645/9/M dated the 4th July, 1956 and to state that the Ministry of Heavy Industries is concerned with the following aspects of the recommendations of the Estimates Committee :—

- (i) Examination of the feasibility of setting up a few more steel foundries at suitable places;
 - (ii) Investigation into the causes of time-lag between the grant of licences and the actual establishment of foundries;
 - (iii) Consideration of desirability of licensing more foundries as a measure of safeguard to cover up the time-lag mentioned above;
 - (iv) Earmarking of some of the foundries for the exclusive use of Railways at selected centres,
 - (v) Constitution of a small committee to suggest ways and means of maximising the use of Nahar Foundry, and
 - (vi) Stoppage of export of light sheet cutting.
2. The observations of this Ministry, on the above mentioned points are as follows :—

- (i) & (iii). A committee was set up in July, 1956 to consider the future lines of expansion of the steel-rolling industry as well as of electric furnaces and steel foundries. A copy of the late Ministry of Commerce and Industry Resolution No. I & S (B)-55(7)/56, dated the 24th July, 1956, setting up this Committee, is attached. The Committee has submitted its first interim report, a copy of which is attached. Attention is invited to Section III of the Report, from which it will be observed that an investigation with which the Railway Board will be associated, is being made to determine the exact scope for setting up furnaces particularly in inland centres in the proximity of scrap arisings. A further communication will be sent on receipt of the Committee's final report and examination thereof by Government.

As regards licences for foundries, licences have so far been issued upto a capacity of 35,500 tons, which is likely to cover the estimated demand. Of the licences issued, two of the licences have surrendered their licences covering a total capacity of 5,500 tons.

- (ii) The time-lag between the grant of licences and the actual establishment of foundries has arisen in some cases owing to delay in procuring land, power and in obtaining plant and machinery. Apart from two firms who have surrendered their licences, one foundry has already gone into production, and the remaining nine are likely to be established. There has, therefore, been no occasion to revoke any licence, issued so far for non-compliance of the condition laid down in the licence for setting up of foundries.
- (iv) Almost all the units which have been licenced are primarily scheduled to manufacture railway stores. This is also true of the existing units. In the circumstances, it is difficult to choose certain units for the exclusive manufacture of railway stores. It is felt that a certain amount of competition in regard to railway stores, which this practice provides, is desirable in the interest of the Railways themselves.
- (v) Steps have already been taken to constitute a committee consisting of a representative each of this Ministry, the Ministries of Communications (P & T) and Railways and of the D.G.S & D. and a non-official with a view to suggesting ways and means of using the Nahan Foundry to meet the stores requirements of the railways and other Government departments. A recommendation of the Public Accounts Committee on the same lines has already been accepted by this Ministry.
- (vi) This recommendation has been under examination for some time past and the light scrap that is now permitted for export consists of only such types of scrap that cannot be used by the existing furnaces in the country. The establishment of furnaces which can utilise even, this type of light scrap now going out of the country is under examination by the Committee referred to in Para 2 above.

APPENDIX IV

GOVERNMENT OF INDIA MINISTRY OF RAILWAYS (RAILWAY BOARD)

No. 56/W/217/41
New Delhi, dated 4-10-56.

To
The General Managers,
All Indian Railways.

SUB : *Reduction in size of wooden sleepers—Broad Gauge.*

The question of reducing the standard section of wooden sleepers and increasing the sleeper density, with a view to obtaining more uniformly elastic track and also augmenting the timber supplies in the country, has been under investigation since 1949-50. The section considered suitable was 8"X5" for B.G. This subject was discussed at the 27th meeting of the Track Standards Committee and views of the various Forest Authorities and sleeper suppliers were also ascertained. It appeared that in certain areas particularly U.P., the reduction in size may result in increased production since second log of the bole of the trees would be utilised for yielding 8" x 5" section sleepers.

Full scale trials were ordered in January, 1951. The trials are being conducted on the Northern Railway with 9'X8"X5" sleepers laid on the main line, Moghulsarai-Lucknow section to N-7 density.

2. Pending finalisation of the trials, the Railway Board have decided that BG sleepers with 9'X8"X5" section may be laid in all lines except those used by passenger trains provided—

- (i) Prices are reasonable in comparison with 10"X5" standard sleepers.
- (ii) The same total width (of sleepers) in a panel is used with 8"X5" sleepers as is being used with 10"X5" sleepers.

3. A watch should be kept to find out the increase in total procurement with or without reduction in the production of standard size sleepers.

Sd/- P. R. CHOPRA,
*Deputy Director (Works),
Railway Board.*

Copy forwarded to C.S.O., Baroda House, New Delhi.

APPENDIX V

Analysis of action taken by Government on the Recommendations contained in the 21st report of the estimates Committee (First Lok Sabha).

1. Total number of recommendations made	70
2. Recommendations accepted fully by Government—	
No.	46
Percentage to total	65·7%
3. Recommendations accepted by Government partly or with some modifications	
No.	7
Percentage to total	10%
4. No. of recommendations in respect of which replies of Government have been accepted by the Committee	
No.	8
Percentage to total	11·4%
5. Recommendations not accepted by Government and pursued by the Committee (including those which are still under consideration by Government)	
No.	9
Percentage to total	12·9%

38. Allied Traders, Motia Park, Bhopal.
 39. E. M. Gopalkrishna Kone, (Shri Gopal Mahal), North Chitrai Street, Madura.
 40. Friends Book House, M.U., Aligarh.
 41. Modern Book House, 286, Jawahar Ganj, Jubbalpur.
 42. M. C. Sarkar & Sons (P) Ltd., 14, Bankim Chatterji Street, Calcutta-12.
 43. People's Book House, B-2-829/1, Nizam Shahi Road, Hyderabad Dn.
 44. W. Newman & Co., Ltd., 3, Old Court House Street, Calcutta.
 45. Thacker Spink & Co. (1938), Private Ltd., 3, Esplanade East, Calcutta-1.
 46. Hindustan Diary Publishers, Market Street, Secunderabad.
 47. Laxami Narain Agarwal, Hospital Road, Agra.
 48. Law Book Co., Sardar Patel Marg, Allahabad.
 49. D. B. Taraporevala & Sons Co., Private Ltd., 210, Dr. Naoroji Road, Bombay-1.
 50. Chanderkant Chiman Lal Vora, Gandhi Road, Ahmedabad.
 51. S. Krishnaswamy & Co., P.O. Teppakulam, Tiruchirapalli-2.
 52. Hyderabad Book Depot, Abid Road, Gunfoundry, Hyderabad.
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