

**PUBLIC ACCOUNTS COMMITTEE**  
**( 1974-75 )**

(FIFTH LOK SABHA)

**HUNDRED AND SEVENTY-FIRST REPORT**

**NEW RAILWAY LINES**  
**(Ministry of Railways)**



**LOK SABHA SECRETARIAT**  
**NEW DELHI**

*April, 1975/Vaisakha, 1897 (S)*

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## PART II\*

Minutes of the Sitzings of the Public Accounts Committee held on .

9-4-1975 (AN)

29-4-1975 (AN)

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**(1974-75)**

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2. Shri N. Sunder Rajan - Senior Financial Committee Officer.

(iii)

## INTRODUCTION

I, the Chairman of the Public Accounts Committee as authorised by the Committee do present on their behalf this Hundred and Seventy-First Report of the Committee (Fifth Lok Sabha) on New Railway Lines.

2. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board), Planning Commission and the Ministry of Finance on the 9th April, 1975. Written information on the subject was also obtained from the Ministry of Railways (Railway Board).

3. The Committee considered and finalised this report at their sitting held in 29th April, 1975. Minutes\* of the sittings of the Committee form Part II of the Report.

4. A statement showing the summary of the main conclusions/recommendations of the Committee is appended to the Report (Appendix IX). For facility of reference these have been printed in thick type in the body of the Report.

5. The Committee place on record their appreciation of the assistance rendered to them in the examination of the subject by the Comptroller & Auditor General of India.

6. The Committee would also like to express their thanks to the Officers of the Ministry of Railways (Railway Board), Planning Commission and the Ministry of Finance for the cooperation extended by them in giving information to the Committee.

NEW DELHI;

April 29, 1975

Vaisakha 9, 1897 (Saka).

JYOTIRMOY BOSU,

Chairman,

Public Accounts Committee.

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## REPORT

### New Railway Lines

1.1. The Committee called for state-wise details regarding the total route kilometrage of Railway lines as on (i) 15th August 1947 (ii) 1st April 1952 (iii) 1st April 1957 (iv) 1st April 1962 (v) 1st April 1967 (vi) 1st April 1972 and (vii) 1st April 1974. In a note, the Railway Board have stated:

"Information about the route kilometres of railway lines is not maintained state-wise as a regular item of statistics. This information was specially compiled on an approximate basis for 31st March 1956 for all gauges put together as a matter of academic interest to the then Minister of Railways. Since then, these details were compiled on a few occasions to meet the requirements of specific bodies like the Finance Commission.

The details of route kilometres by States as on 15th August 1947 and 1st April 1952 are not available. The gauge-wise break-up of route kilometres by States as on 1st April 1957 is also not available. Details of the available data for 1st April 1957 and for rest of the years for which information has been desired have been broadly worked out with the help of available data state-wise as well as gauge-wise, keeping in view the boundaries of states as they exist at present. These are given in Appendix I. In the case of States which have come into being or been enlarged in comparatively recent years, the length of Railway lines falling within the geographical boundaries of the States, as constituted at present, has been shown notionally in the years prior to their coming into being or enlargement as the case may be. Similarly in the case of States which have shrunk in size owing to re-adjustment of boundaries, the length of Railway lines falling within their present truncated area at various points of time has been shown.

Variations in state-wise route kilometres compared to past years are for the most part due to new constructions and dis-mantlement. Minor variations have also taken place on account of re-measurement, re-alignments, etc."

1.2. Asked about the net additions to route kilometrage, gauge-wise in each State on the dates referred to in para 1.1 above, the Railway Board have in a note, stated:

"The net additions to route kilometrage in each State on the respective dates as desired in this part of the question has been worked out by taking the difference between the two periods compared. The net additions in route kilometrage by States have been indicated as per Appedix II.

Funds for the construction of new Railway lines are allotted Railway-wise and not State-wise, after budget is approved by the Parliament. Details of the expenditure year-wise for the period, as desired, is furnished as per Appendix III."

1.3. The details of the total expenditure incurred by all Indian Railways *vis-a-vis* the expenditure on new lines from 1947-48 to 1973-74, as furnished by the Railway Board are given in the statement at Appendix IV. It is seen from the statement that during the period 1960-61 to 1965-66, the ratio of expenditure on new lines to the total expenditure on Railways ranged between 11.1 per cent to 13.5 per cent. For several years the percentage of the expenditure on new lines to the total expenditure was above 10. From the year 1966-67 this percentage has comedown gradually and during the year 1972-73 and 1973-74 only 4.3 per cent and 4.4 per cent respectively of the total expenditure on railways was spent on the new lines.

1.4. The Chairman, Railway Board informed the Committee during evidence that in every Plan a specific allotment for new lines was made. In reply to a question as to who was the final authority that fixes the priorities, the witness stated:

"The allocation is made on the basis of the total resources available with the Planning Commission as to how much they can spare and what are the priority needs. In the structuring of the Plan, the allocation of resources is done by the Planning Commission through the process of discussion and counter-discussion. And generally the experience is that requirements tend to exceed the resource availability. That has always been the experience of planning and the result is that certain allocations get cut in the process of fixing priority. For instance, in the Fifth Plan the Planning Commission has not been able to spare more than Rs. 100 crores so far and this money will



go in for completing the projects which are already in hand. We have been asking for more funds but they have not been able to find more funds."

1.5. The Committee asked whether the views expressed in Parliament in regard to construction of new railway lines were given any weightage at the time of formulation of railway plans. The Chairman, Railway Board stated:

"We take stock of everything that is stated in the Parliament ....Everything is given weightage."

1.6. In reply to another question, the Chairman, Railway Board stated:

"I do not know what we can do about it. We are already over-burdened with the demand of new lines. We are also having certain limitations."

1.7. On being pointed out that within the limitations imposed by resources, the Railways should plan new lines for the development of hilly and backward areas, the Chairman, Railway Board stated:

"When a plan is framed, we put forward all the demands that are there and every time the requirements far exceed the allocation that can be made."

1.8. In a note the Railway Board have stated:

"Railway development is not envisaged on any State-wise or Region-wise concept but on overall considerations in the national interests. Railway development is planned primarily keeping in view the needs of industrial projects, and rail transport demands likely to be generated in various parts of the country, by developmental activities in the fields of heavy industry, expansion of port facilities, exploitation and utilisation of mineral and natural resources, strategic considerations, and the Railways' own operational necessities, having regard to the monetary ceilings laid down by the Planning Commission."

19. The Committee asked what were the criteria adopted for taking up new lines including conversions, extension and restorations. In a note the Railway Board have intimated:

Construction of a new railway line or extension of an existing railway line is taken after detailed survey and in-

vestigations when it is established that a railway line will provide the best, cheapest and the most economical mode of transport to meet the traffic needs of the area. Rail transport is most suitable for the mass transport of goods and passengers over long distance while road transport has advantages for distribution of goods and passengers in smaller quantities/number over short distances. It is the policy of the Railways to avoid unhealthy competition with road transport and to confine themselves to only such transport activities for which they are the most suitable. On these considerations, construction of railway lines would be justified in areas which have—

- (i) mineral deposits which cannot be exploited without development of rail transport; or
- (ii) have the raw materials and potential for the development of major industries like steel, cement, fertilizers, oil refineries, etc. which offer substantial traffic; or
- (iii) where a very large number of passengers have to be moved as in the case of suburban lines in the metropolitan areas and other thickly populated areas; or
- (iv) where an existing line has become saturated and the new line will provide an alternative route at the same time opening up a new area.

Roads provide a cheaper and more efficient mode of transport for lighter traffic and construction of railways which involve very heavy investment will not be justified in such situations except where their construction is considered essential on strategic considerations.

- (i) Examples of lines approved for exploitation of mineral resources;
  - (a) Kottavalas—Kirandul line,
  - (b) Tornagallu—Mudukulapenta line,
  - (c) Jakhapura—Banspani line,
  - (d) Cuttack—Paradeep.
- (ii) Examples of lines to serve major industries:
  - (a) Wani—Chanaka,
  - (b) Obra—Singrauli,
  - (c) Nadiqude—Bibinagar.

- (iii) Examples of lines constructed for the movement of large number of passengers:
  - (a) Barasat—Basirhat,
  - (b) Howrah—Amta,
  - (c) Howrah—Sheakhala.
- (iv) Examples of lines providing alternative routes for saturated sections:
  - (a) Diva—Bassein,
  - (b) Shahdara—Saharanpur,
  - (c) Nadiqude—Bibinagar together with Guntur—Macherla gauge conversion.
- (v) Examples of strategic lines:
  - (a) Mukerian—Pathankot,
  - (b) Jaisalmer—Pokaran,
  - (c) Rangapara North—Murkongselek.

The financial returns on the investment are also considered. The time lag between the construction of a railway line and development of traffic is, however, fairly long even for links which have potential for development of sufficient traffic to justify them financially in the long run and this fact is taken into account while taking decisions on the construction of new railway lines as was elucidated by the Minister of Railways while presenting the budget for 1973-74. He stated that:

“The classical concept of traditional economic viability needs to be re-adapted in the light of the historical experience gathered from the economic development of different societies. The principle that transportation infra-structure must evolve along the pattern determined by pre-existing economic viability needs to be modified to the extent that very often the creation of the infra-structure themselves lead to additional demand and increased commercial prospects. In selected areas the calculus of short-term economic returns must yield place to the long-term benefits through a policy of deliberate developmental expenditure.”

From the above policy arose the necessity to provide protection to the Railways against losses on new lines in the initial stages and the Ministry of Railways have secured

moratorium from the Convention Committee on the payment of dividend on the capital investment on new railway lines during the period of construction and for the first five years of the operation. Relief for a longer period may be necessary in some cases and the Convention Committee have been approached in this regard.

Steps are also taken to reduce the losses of the Railways by securing participation of the State Governments in the capital cost of the projects. It has been suggested to them to give land and the labour component of the projects free of cost and in some cases to participate in the construction and operation of the projects on a percentage basis. Inflation of the chargeable kilometrage is also considered in order to improve the earnings till such time the lines become remunerative.

The policy regarding restoration of lines which were dismantled in the past on account of floods or during the War is that the people who had been enjoying the facility of rail transport and would have continued to do so if the lines had not been dismantled should not be denied this facility and the lines should be restored wherever the flood situation has improved and it is feasible to restore the lines provided that alternative means of transport have not developed in the meantime and the need for restoration is still felt. Restoration of dismantled lines is being done on programme basis depending upon the availability of funds.

In the case of gauge conversions, a project is taken up—

- (i) when a section becomes saturated and is incapable of handling additional traffic as in the case of Barabanki Samastipur, and Viramgam—Okha/Porbandar projects.
- (ii) when the magnitude of the transshipment involved is such that it is uneconomical or is not feasible at all as in the case of Viramgam—Okha/Porbandar Project;
- (iii) when they are needed for providing speedy and uninterrupted means of communication to areas which have potential for growth as in the case of New Bongaigaon—Gauhati conversion project and Ernakulam—Trivandrum project.

Detailed traffic surveys are carried out to determine the traffic potential and the financial viability of each project. While

the financial viability of the project on a long term basis is an important consideration, lack of financial returns on a short term basis is not allowed to come in the way in the case of projects where traffic justification exists."

1.10. During evidence the Committee enquired whether in the matter of construction of new lines the questions of uniform development of the entire nation and the expansion of railways all over the country were given consideration. The Chairman, Railway Board stated:

"The national view point is certainly taken. But when it comes to the question of priority, naturally it is given to the industrial oriented lines and strategic lines and so on. They are not done on any State or regional basis but anything outside that, national interest would be taken into account. . . . It is not a regional view or purely regional consideration or anything else. It is a national view."

1.11. The Committee pointed out that so far priority has been given to development of areas on the assumption that once an area develops, railways will automatically follow. Asked whether it will not be better if we first provide a railway line in an undeveloped area so that the development of the area is accelerated, the Chairman, Railway Board stated:

"If you do not take into consideration, the developmental like requirements of various States, the strategic lines and industrial-oriented lines will naturally take priority. Here this question does not really arise because the lines themselves are expected to pay off within a reasonable time or are dividend free. Now, from about the Second Plan onwards, we did get the State Governments' list of various lines they wanted. But having regard to the fact that resources at any point of time will be restricted and there will not be enough resources to go in for the construction of all the lines, only few development lines are provided on the general approach that infra-structure should be provided in the form of a railway. In some cases when the resources are not available with the Centre, we ask them whether they could participate in any way, in any form, either by giving land or by participation in the construction material supplies where they want railway lines or where some road facilities are already available and control of State transport is required. In those cases

we expect that there should be some response from the State also, as has happened in the case of restorations and as has happened in the case of some lines and it has been happening recently more than it has been in the past. In the history of the development of the Railways in India, you will find that this has been one of the features that has come up every now and then."

1.12. As to the criteria followed in deciding upon the construction of new lines, the Chairman, Railway Board stated during evidence:

"..... there are so many things to be taken into consideration and generally we try to consult other Ministries and particularly the Planning Commission, etc. in regard to the resources that are available."

1.13. On being asked about the various types of lines, the witness stated:

"There are industrial-oriented lines and strategic lines determined by the Ministry of Defence. Other developmental line have been few and far between."

1.14. In reply to a question as to how many lines had been sanctioned for the general development of areas during the last 25 years, the Chairman Railway Board stated:

"For the last 25 years, I would say that about 6000 kilometres have been constructed. Out of this, I would say that about 13 per cent to 14 per cent are strategic lines, about 10 per cent developmental lines, the rest being industrially tied."

1.15. The Committee desired to know what percentage of the total investment on new lines during the last 20 years had been made on the lines in hilly areas. The Chairman, Railway Board stated:

"Even some of the industrial-oriented lines have been built in what may be termed as hilly areas....No such specific provision has been made for the hilly areas as such. For instance, over the last two years in the North-Eastern region, a number of demands for railway lines have been coming in and there again we have suggested that out of the plan allocation for these hilly areas, the region may allocate some money towards the construction of railway lines."

1.16. During evidence the Committee enquired from the representatives of the Planning Commission, whether at the time of formulation of plans for the development of hill areas, only subjects under the Central List such as P&T, Railways etc. were considered or whether the subjects falling in the State List were also taken into account. The Secretary, Planning Commission stated:

"We do not have a subject-wise plan. We consider plans for the Centre and for the States. The railways plans relate mainly to the Centre. While considering proposals for railway lines, when they serve hill areas, that fact is kept in mind while giving priority to it. It is not as if we start with hill areas and then consider proposals for rail-lines. We consider proposals in respect of railway lines as such."

1.17. In regard to provision of new lines for the development of hilly and backward areas, the Secretary, Planning Commission stated during evidence:

"First of all, there is sectoral distribution between various sectors, may be agriculture, irrigation, industry and mines, transport and communication of which Railway is a part. Therefore, when the sectoral allocations are made, certain priorities are given to each sector—for hilly areas also. As I said, while considering various proposals, weightage is given but for what? Let us say, weightage for communication. Communication does not mean only railways. It means Border Roads Organisation also and whether certain areas are properly connected or not. This is what is taken into consideration. Due weightage for allotment of priorities to the hilly areas is being given."

1.18. The Committee asked whether at the time of consideration of proposals for the new lines, any weightage has ever been given to the hill areas. To this the witness replied:

"We will need some time to collect this information."

1.19. Asked whether at the time of planning for the hill areas, any integrated development programmes are drawn up, the Secretary, Planning Commission stated:

"Individual areas receive due attention when the State in which they are situated, or when a particular plan ear-

marked for it, is taken into consideration. As a matter of fact, many of them are considered at the time of consideration of the annual plan. At that time, due consideration is given to area development."

1.20. In reply to a question whether the idea of integrated area planning was kept in mind in the case of hill areas or was left to chance proposals, the witness stated:

"Not, exactly to chance proposals, because all the proposals would come up for consideration at least at the time of considering the annual plan. At that time, the benefits which need to accrue to a certain area would certainly get priority in consideration."

1.21. The Committee enquired from the representative of the Planning Commission whether any study had been made about the regional imbalances in the country. The Committee also pointed out that for the development of backward areas certain concessions in the form of tax relief, adequate quotas of essential raw materials, financial help by nationalised banks and financial institutions had been given. Asked whether any proposal for extending a new line in a backward area had been considered in the interest of development of the area, a representative of the Planning Commission stated:

"If I may express my views, I am sure that for the lines which we have sanctioned for under-developed areas; this would have been implicit."

1.22. On being asked whether the Planning Commission will be willing to subsidise the Railways for the construction of a new line in a backward area, the representative of the Planning Commission stated:

"I am afraid, I do not think this has been done in the way you have suggested. We will certainly bear this in mind."

1.23. The Chairman, Railway Board stated during evidence:

"...the core plan in regard to railway lines is tied up with specific industrial development projects like mining or any other major industry which makes a line remunerative by itself or by some levy of extra charge which we call 'inflated mileage'. In fact, the bundle of alternative lines consists of so many because, right from the Second



Plan onwards, the State Governments have been conveying to us a list of lines they need, and every five years they up-date it and confirm it. I would say that the total would add up to very much more than what our resources would permit."

1.24. Asked whether there was some coordination between the States and the Railway Board in regard to planning of New Lines, the Chairman, Railway Board stated:

"The problem sometimes arises when you put up a paper mill hundred miles away from railway line. Obviously for that paper mill, the railway line will not justify the remunerative cost because the line will not be commercially viable. This problem arises not only in the case of construction of new lines but it has been arising, to a great extent, on metre-gauge system. Now, we may not have the capacity available at that level. Then the question arises as to how we develop the capacity and whether it is worthwhile to develop the capacity here or to shift the capacity somewhere else where the cement plant is there.."

1.25. The Committee desired to know:

- (a) whether there was any planning at the time of or prior to the inauguration or the sanction of the new lines during the past 25 years regarding the expansion of the railway lines in all parts of the country so as to remove regional imbalances in development and provide rail connections to all the States/Regions of the country;
- (b) whether the claims of such States/Regions as were not accommodated during the First, Second and Third Five Year Plans were taken into consideration at the time of proposing, planning and sanctioning new lines in the Fourth and Fifth Plans? If so, the States in which railway lines have been sanctioned on this consideration; and
- (c) whether the claims of hilly States/Regions were taken into consideration at any time of taking up new railway lines during the past 25 years.

1.26. In a note, the Railway Board have state:

"It will be noted that construction of a railway line is considered where it would provide the best mode of trans-

port to meet the traffic needs of an area. The planning for development in our country was being done for a period of 5 years at a time till recently and an attempt is now being made for the first time to prepare a corporate plan for the next 15 years. Planning the construction of railway lines on a long term basis can be done only after the long term plans for other sectors become available. Construction of railway lines is decided on the merits of each case where the need for the lines can be established in view of the criteria indicated. Planning of the Railways is not done on a regional or State-wise basis but to suit the national priorities and to meet the overall transport needs of the country."

1.27. As to the criteria for deciding that a particular region is backward for the purposes of Railways, it is seen that in reply to USQ 5436 answered on 8th April, 1975, the Minister of Railways had stated:

"The Ministry of Railways are guided primarily by the judgement of the respective State Governments in this regard. No such list of the regions considered as backward for railways is maintained by this Ministry, as proposals for the development of backward areas are considered as and when recommended by the State Governments. The projects are taken up for the development of backward areas if it is found that the area is not well served by the railways and the provision of a railway line will lead to the economic upliftment of the backward areas.

1.28. It is seen from the letter No. PC(P)19/Hill/66 dated 9th September, 1966 issued by the Planning Commission to various State Governments in regard to preparation of Draft Fourth Five Year Plan for Development of Hill areas that the Committee of the National Development Council on Hill Areas in its meeting held on the 12th March, 1965, defined the following as Hill areas and made several recommendations for accelerating economic development of these areas:

1	2
Jammu & Kashmir	all districts
NEFA Nagaland	
Manipur	
Himachal Pradesh	{ Districts of Kangra, Simla and Lahul and Spiti (the whole of the State of Himachal Pradesh after reorganisation of Punjab on 1-11-1966).
Punjab	

1	2
Assam	Districts of Garo Hills, United Khasi and Jaintia Hills, United Mikir and North Cachar Hills and Mizo Hills.
Madras	Nilgiris
West Bengal	Darjeeling

1.29. A policy decision was announced by the Minister of Railways in his Budget speech 1973-74 for construction of railway lines upto 60 kms. length in backward areas. The Minister of Railways had then stated:

"The construction of new lines is one such item where an entirely new approach may have to be thought out. The rising costs of construction require high density of traffic to justify a new line financially. For a new line to become an economic proposition, it has to be assured at least 3 million tonnes of originating traffic. This may be possible in highly industrialised areas. But there may be areas where such quantum of traffic may not be offering; yet a new line or a conversion of a line may be necessary for the development of the region. With a view to make it financially possible for the Railways to construct new lines in such situations, it will be necessary to develop a new approach and explore measures to reduce their Capital liability and to improve the rate of their earnings. Some formulae which could be adopted towards this end are as follows: —

- (i) Exemption, full or partial, from payment of dividend liability to the General Revenues during the period of construction and for a specified number of years after completion and opening to traffic;
- (ii) Participation of State Governments or local authorities, in reducing the cost of construction by giving the land and labour content of construction free of cost;
- (iii) Suitable adjustment upwards of fares and freight structure applicable to the newly constructed line which in common parlance is called 'inflation of chargeable mileage';
- (iv) Levy of fares and freight on a discontinuous basis so as to be a set-off against telescopic structure of standard fares and freight.

The classical concept of traditional economic viability needs to be re-adapted in the light of the historical experience

gathered from the economic development of different societies. The principle that transportation infra-structure must evolve along the pattern determined by pre-existing economic viability needs to be modified to the extent that very often the creation of the infra-structure themselves lead to additional demand and increased commercial prospects. In selected areas the calculus of short-term economic returns must yield place to the long-term benefits through a policy of deliberate developmental expenditure.

Based on this, I intend to discuss with my colleagues, the Finance and Planning Ministers how we can initiate new railway projects or open new lines up to 60 kilometres where the development of the area would be greatly facilitated, without viewing this expenditure too closely in terms of the prospects of immediate returns on investment."

1.30. In his Budget Speech 1974-75, the Minister of Railways stated that in furtherance of the new approach enunciated by him in his Budget Speech 1973-74; 10 new railway lines and gauge conversion projects were proposed to be taken up during 1974-75. The Minister had also stated that it has not been possible to include new railway lines in other backward areas of the country on account of paucity of funds.

1.31. In the context of the new concept regarding opening of new lines in the hilly and backward areas, enunciated in the Railway Budget speech of February, 1973 in Lok Sabha, the Minister of Railways was asked *vide* USQ 1165 dated 25-2-75 about the steps taken for implementation of the new concept. In reply to the question the Minister stated:

"In keeping with the objectives of the policy enunciated by the Minister of Railways, while presenting the Railway Budget for 1973-74, the following projects falling in backward areas have been approved:

1. Rohtak-Bhiwani (in Haryana).
2. Jhanjharpur-Leukaha Bazar (in Bihar).
3. Hasanpur-Sakri (in Bihar).
4. BG rail links to Ramnagar and Gathgodam from Moradabad and Rampur (in U.P.)
5. Dharmanagar-Kumarghat (to be taken up at the cost of N.E. Council).
6. Nadikude-Bibinagar (in Andhra Pradesh).

7. Banspani-Jakhapura (in Orissa).
8. Shahdara-Saharanpur.
9. Howrah-Sheakhala.
10. Howrah-Amta.
11. Restoration of Dalamau-Daryapur
12. Restoration of Gohana-Panipat.
13. Restoration of Chhitauni Bagaha link.

Participation of the State Governments has been sought for in the construction of these lines in terms of the New Policy and some of the State Governments have already accepted such participation. It has not been possible to take up the construction of more railway lines on account of the severe constraint of funds in the 5th Plan, but surveys have been ordered and are in progress for a number of lines so that these projects could be considered for construction as soon as the availability of funds improves.

Efforts are being made to obtain additional allotment of funds for construction of New lines from the Planning Commission. The State Governments have also been approached to set aside funds for construction of Railway lines, in backward areas out of the funds allotted in the 5th Plan, for development of backward hilly areas."

1.32. During evidence before the Committee, the Chairman, Railway Board stated that the allotment for new lines in the Fifth Plan was Rs. 100 crores. He further stated: "That is all which the Planning Commission has been able to spare for the time being, although we have asked them to give another Rs. 235 crores to meet other commitments and aspirations."

1.33. In this connection it is seen that while replying to USQ 1285 on 25-2-1975, the Minister of Railways had stated:

"Keeping in view the requests from various Chief Ministers, Members of Parliament and Other interests, the Ministry of Railways have approached the Planning Commission and the Ministry of Finance to provide a sum of Rs. 235 crores, outside the capital outlay required for the Railways Fifth Five Year Plan, for construction of new lines and conversions, for development purposes in the backward areas. The decision of the Government is still awaited."

1.34. The Committee asked whether in the current budget any provision had been made for the construction of a new line or lines

specially for the development of hilly states or hilly regions. The Chairman, Railway Board stated:

"We have not been able to do it because we are over-committed with our funds already and there is really no scope for considering any more projects."

1.35. The Estimates Committee, while reviewing the working of the South Eastern Railway made the following recommendations in their 91st Report (Third Lok Sabha) in regard to construction of new lines:

"The Committee would emphasise that while finalising the Fourth Plan allocations for opening of new lines, due regard should be given to the potential areas of development and particularly to those areas which need development in the context of the Defence requirements. The Committee need hardly stress the desirability of maintaining a proper balance between economic development and the development of transport so that the former does not suffer due to any deficiency in the latter."

"While appreciating the policy of development of transport facilities following specific major projects for the expansion of the new industrial, mining and multi-purpose agricultural programmes, the Committee feel that in certain undeveloped areas, transport arrangements should precede and supply necessary facilities for economic development. In that context, the Committee note that the South Eastern Railway has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh and Midnapore District of West Bengal—areas which have potentialities for development and where mineral and natural resources are still lying untapped for want of good communication system. The Committee would like to emphasise that the Railways should draw up plans for expansion of transport facilities to these areas, so that these areas may get the incentive for development. The Committee have no doubt that the needs of these areas will receive their due priorities in the overall expansion of the Railways."

1.36. In their action taken note on the above recommendation the Railway Board had stated:

"The Railways support the view that transport facilities should precede and provide the incentive for economic development in underdeveloped areas. But the important

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

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

137. A statement showing new lines/restorations completed and opened to traffic during the last 25 years is given in Appendix V.

138. The Committee desired to know details of new lines on which dividend liability had been partially or wholly waived during the past 25 years. In a note, the Railway Board have intimated:

"No new railway lines have been constructed during the last 25 years on which there is partial exemption from payment of dividend liability to Central Revenues."

The following lines constructed during the last 25 years, are fully exempted for payment of dividend to Central Revenues.

(a) <i>Strategic Lines</i>	....	....
<i>Northern Railway</i>		..

(i) Mukerian-Pathankot

(ii) Jaisalmer—Pokaran Section.

*Northeast Frontier Railway*

(iii) Rangapara North—North Lakhimpur—Murkongselek Section.

(iv) New B. G. line from Raninagar to Jogighopa and M. G. Section between Siliguri and Haldibari converted to B. G.

(b) *National Lines*

- (i) *Kathua-Jammu Line*—This line has been constructed for restoring rail communications to Jammu and Kashmir State which it was deprived of after independence. It is treated as National Investment and is exempted from the payment of dividend liability with the following proviso:—

“For a period of twenty years or till the line becomes remunerative to meet the dividend obligation, the losses, if any in its working, will be borne by the Railways and any profits will be credited to the Central Revenues. The Railways will not, however, be liable to pay dividend to the Central Revenues till the line becomes remunerative.”

- (ii) *Tirunelveli—Kanya Kumari—Trivandrum line*. This line is still under construction.”

1.39. Asked about the New lines sanctioned on strategic considerations during the past 25 years, the Railway Board have, in a note, stated:

“The particulars of new lines sanctioned on Strategic considerations during the last 25 years are given below:—

Sl. No.	Name of line	Gauge/Length		Cost	Date of	
		(in Kms.)			Commer- cement	Opening
1	Mukerian-Pathankot	BG	42.98	3.77	15-3-50	7-4-52
2	Rangapara North-North Lakhimpur-Murkongselek	MG	327.93	30.38	2-6-60	1-6-65
3	BG line from Siliguri to Jogighopa	BG	265.00	32.50	1-9-63	2-6-65
4	Pokaran-Jaisalmer	MG	105.00	2.50	2-6-66	28-1-68

The construction of Strategic lines is taken up at the specific request of the Ministry of Defence. The Ministry of Railways do not on their own classify any line as strategic.”



1.40. The Committee desired to know whether any Railway lines have been sanctioned and constructed during the past 20 years on:

- (a) Defence considerations
- (b) State Government requirements
- (c) Economic development of (i) Hilly (ii) Backward Regions; and

whether any lines had been sanctioned on priority basis. In a note on the subject, the Railway Board have stated:

- “(a) The decision to construct new railway lines is taken by the Ministry of Railways after considering the various aspects regarding the requirements of Defence, State Governments and the economic development of hilly and backward areas as well as Railways’ operational needs. Detailed surveys are conducted before the construction is taken up. The list of new railway lines constructed during the past 20 years is enclosed. (Appendix VI)
- (b) Overall priorities are taken into account while sanctioning new lines and at the time of allocation of funds in all cases.”

1.41. The Committee called for details of the Railway lines in the Hilly Regions/States of Manipur, Tripura, Nagaland, West Bengal, Bihar, U.P., Meghalaya, Arunachal Pradesh, Mizoram, J & K & Himachal Pradesh, for which surveys have been sanctioned. The Railway Board have in a note, informed:—

“Surveys have been sanctioned for the construction of new railway lines falling partly or wholly in the State mentioned against each indicated in the attached Statement (Appendix VII). Decision regarding taking up the projects for construction will be taken after the survey reports are received/examined and also subject to the availability of funds.

1.42. The Committee drew attention to a press report to the effect that the Punjab Government had been asked by Railways to give land for the Chandigarh—Ludhiana Railway line. Asked whether all these lines for which land has been asked for from the State Governments had been approved. The Chairman, Railway Board stated in evidence:

“Punjab Government had been writing to us about it and all that we have said to them is that there is no fund with

us at the moment. But will they be prepared to give us land for the purpose?"

1.43. In reply to a question as to whether other States had not been addressed for offering land for the new lines, the Chairman, Railway Board stated:

"It will not be opportune for me to address the other State Governments. We do not have resources we have made it clear. If any State makes enquiries to me again and again we have to give suitable reply."

1.44. The Committee asked for the details of the offers made by the various States Governments for giving land for construction of new lines during the past 25 years and which of these offers were accepted. In a note, the Railway Board have stated:

"Information regarding offers of free land from State governments for projects approved during the last 5 years is given below. Justification for projects taken in the last 25 years will have to be collected from old files and would take time. In some cases the information may not be available at all."

Sl. No.	Name of line	Particulars of State Government participation
1	Sabarmati-Gandhinagar line	Gujarat State Govt. has given land free of cost. Offer has been accepted and work on the line is in progress.
2	Nadikude-Bibinagar	Land is being provided by the Government of the State of Andhra Pradesh free of cost. Final location survey is in progress.
3	Rohrak-Bhiwani	Cost of land is being borne by Haryana State Govt. Work is in progress.
4	Howrah-Amta/Champadanga	The State Govt. of West Bengal have offered to provide the land free of cost.
5	Shahdra-Saharanpur Railway line	The Govt. of Uttar Pradesh is sharing 50% of the cost of the project.

1.45. The Committee called for details of the Railway lines for which construction work and final location-cum-Engineering Surveys were carried on simultaneously during the last 14 years and the reasons for doing so in each case. In a note, the Railway Board have stated:

"The names of the railway lines for which construction work and Final Location (Engineering) Survey were taken up

simultaneously during the last 5 years together with the reasons therefor, are given below. Information in respect of earlier works is not readily available.

Sl. No.	Name of Lines	Remarks
1	2	3
1	Saraigarh Partapganj (Restoration) .	The work was required to be undertaken urgently before sowing season. Hence the construction was authorised before completion of Final Location Survey, to enable the Railway to take possession of land.
2	Partapganj-Forbesganj (Restoration) .	
3	Shahdara-Saharanpur—BG line.	To meet the urgent traffic requirements of the area formerly served by S. S. Light Railway construction had to be authorised before completion of the Final Location Survey.
4	Rohtak-Bhiwani rail link.	The Construction was authorised before Final Location Survey to enable the Railway to acquire a land quickly as the prices of land were rising sharply.
5	Gohana-Panipat (Restoration)	These are restoration works, which were approved to meet the long-standing and persistent demands of the local people, before completion of Final Location survey and to enable the Railway to acquire land quickly before sowing season, as the prices of land were rising sharply.
6	Damlamu-Daryapur (do)	
7	Tirunelveli-Trivandrum Via Nagercoil, with a branch line to Kanyakumari. . . . .	The abstract estimate was based on the preliminary engineering surveys and the construction was sanctioned as there was no engineering difficulty. The line had assumed importance in the light of the need to provide a direct North-South Rail Links and to Southern-most tip of the country.

The execution of construction work and carrying out of final location (Engineering) Survey is permissible in terms of provisions contained in Indian Railway Code for Engineering Department. The relevant extracts from the Code (para 918) are reproduced below:

“...In special cases, however, where construction appears to be easy and presents no engineering problems of great difficulty, the Railway Board may sanction the commencement of construction on the first abstract estimate.....”

The first abstract estimate referred to in the above information is based on the Reconnaissance Preliminary Engineering surveys which were available in all cases."

1.46. The Committee also desired to know details of the new lines for which Urgency Certificates were issued and the reason for doing so. In a note, the Railway Board have stated:

"The following projects were sanctioned on the strength of Urgency Certificates during the last five years. The reasons for the same are indicated against each of them:—

Sl. No.	Name of project	Reasons for sanctioning the Urgency Certificate
1	Gohana-Panipat (Restoration)	These are restoration works which have taken up in pursuance of a policy decision to restore all dismantled lines, taken up by the then Minister of Railways. The construction was authorised on urgency certificates to enable the Railway to acquire land before sowing season as the land prices were rising sharply.
2	Dalman-Daryapur (Restoration)	
3	Shahdara-Saharanpur-BG link.	The construction had to be authorised on an urgency certificate as the BG link is needed to meet the urgent traffic requirements of the area formerly served by the S. S. Light Railway and the link will also be an alternative for doubling.
4	Rohtak-Bhiwani rail link.	The construction was authorised on an urgency certificate for expeditious acquisitions of land as the land prices were rising sharply.
5	Sariagarh-Partapganj (Restoration)	The work was required to be under taken urgently before sowing season. The construction was, therefore, authorised on an urgency certificate to enable the Railway to take expeditious possession of land."
6	Partapganj-Forbesganj (Restoration)	

1.47. During evidence the Committee enquired whether there were any instances when final location survey as well as construction work was carried out simultaneously on any line in a backward or hilly area. The Chairman, Railway Board stated "In history, if we look back, may be there would be a few instances."

1.48. In reply to another question whether Urgency Certificate had been issued for the construction of a new line in a hilly or backward area, the Chairman, Railway Board stated: "The Bailadilla line is one example." He however added: "..... in a hilly area, even if you issue an Urgency Certificate, very little work can be done on the basis of the certificate unless you are sure of the location."

1.49. The statement at Appendix VIII gives details of the new railway lines on which construction work was inaugurated, during the last 5 years ending 31st January, 1975.

1.50. From the statement it is seen that out of 15 new lines/restorations on which construction work was inaugurated during the five years ending 31st January, 1975, work on two lines viz. Saraigarh-Partapganj and Kathua-Jammu line has been completed. In respect of five lines namely (i) Howrah-Amta/Champadanga BG line (ii) Nadikude-Bibinagar (iii) Sakri-Hassanpur (iv) Ramnagar and Kathgodam BG links and (v) Nangal Dam—Talwara link lines final location surveys are either in progress or have been completed. During evidence the Committee desired to know (a) whether all these lines which have been inaugurated have been preceded by administrative and financial sanction; (b) whether any detailed project reports were prepared for these new lines; and (c) whether the taking up of the work on these lines was in accordance with the plans envisaged by the Railway Board. The Committee also asked whether there were any lines which were inaugurated before their Project reports had been finalised. The Chairman, Railway Board stated: "As far as I know, all lines have been sanctioned before they have been inaugurated." The detailed information asked for by the Committee has not been furnished so far, even after three weeks and hence the Committee can reasonably conclude that all the Railway lines inaugurated upto 31st January, 1975 have been sanctioned by the Railway Board and approved by the Planning Commission and the Government.

1.51. From the foregoing paragraphs the Committee note

(i) The expansion of railways in the sphere of construction of new railway lines has been far from uniform throughout the country during the last 25 years with the result that certain hilly, backward and under developed regions and States have been totally neglected while certain areas have been given some consideration. It is seen that in some States such as Himachal Pradesh, Nagaland, Meghalaya, Manipur, Arunachal Pradesh, Mizoram and Tripura and other backward States, there has been practically no construction or addition to route kilometrage during the last 20 years or it has been only negligible. There had been no clear-cut policy followed by the Railway Board and the Planning Commission in regard to construction of new railway lines; although the Planning Commission have extended some concessions to hilly, backward and under-developed areas to augment growth yet, extension

of Railway lines even if it were initially at a loss never occurred to them. The proposals originating from Members of Parliament, the State Governments and other public bodies are considered apparently arbitrarily on ad hoc basis and subject to availability of funds projects for new lines, conversions and restorations are sanctioned from time to time.

(ii) The proportion of expenditure on new railway lines to the total expenditure on Railways is steadily declining. In 1948-49, the ratio of expenditure on new lines to the total expenditure on railways ranged between 11.1 per cent and 13.5 per cent. From the year 1966-67, this percentage has steadily gone down, except in the year 1971-72. During 1972-73 and 1973-74 the expenditure on the construction of new lines was only 4.3 per cent and 4.4 per cent respectively of the total expenditure on Railways. This is also a very depressing feature.

(iii) In the matter of construction of new lines, the hilly and backward regions and States have had unfortunately no special treatment. According to the Railway Board the Railway development is not envisaged on any State-wise or region-wise concept but is done to suit national priorities and to meet the needs of the country as a whole. Such an approach had the effect that hilly and backward areas have not been provided with an adequate transportation infrastructure and as a result the economic development of these areas has lagged behind. As far back as 1966 the Estimates Committee had emphasised that while finalising the Fourth Plan allocations for opening new lines, due regard should be given to the potential areas of development. The Committee had also highlighted that in certain undeveloped areas transport arrangement should precede and supply necessary facilities for economic development. The Railway Board while taking note of the Committee's recommendation, had supported the view that transport facilities should precede and provide the incentive for economic development in under-developed areas. However, in view of the limited resources position of the Government, the Railway Board had stated in evidence to the Estimates Committee in 1966 that it would be advisable to examine alternate low investment transport facilities such as road transport for achieving the same objectives in the initial stages. This, the Public Accounts Committee are unable to accept as in fact the cost of road transport has gone up very steeply.

(iv) A policy decision was announced by the Minister of Railways in his budget speech of 1973-74 for construction of railway

lines in backward areas. It was stated therein that the rising costs of construction required high density of traffic to justify a new line financially. But in hilly and backward areas such quantum of traffic may not be offering, yet a new line or a conversion of an existing line may be very essential and urgently needed for the development of the region. The Minister had then stated that "the principle that transportation infrastructure must evolve along the pattern determined by pre-existing economic viability needs to be modified to the extent that very often the creation of the infrastructure themselves lead to additional demand and increased industrial and commercial prospects. In selected areas the calculus of short-term economic returns must yield place to the long-term benefit through a policy of deliberate developmental expenditure." The Committee note that in pursuance of the new approach thus enunciated several surveys for new projects for construction of new lines have been taken up and the construction work on one Nangal-Talwara Railway line has been inaugurated on 22nd December, 1974.

1.52. The Committee are strongly of the view that for the opening up of areas in hilly, backward and undeveloped regions the provision of transportation infrastructure in the form of railway lines must be made on a high priority basis as they have no doubt that the development of these areas will automatically follow once the transportation infrastructure is developed. The Committee also feel that the regional imbalances in the economic development, which have tended to become more accentuated over the years are in a large measure attributable to the lack of transportation facilities in these hilly, backward and undeveloped regions. In the light of this general observation, the Committee would like to recommend that:

(1) The Railway Board should in consultation with the Planning Commission immediately draw up a comprehensive long-term and clear-cut plan for the construction of new lines on a systematic basis. The criteria to be followed in the matter of construction of new lines need to be clearly set out. The decision of the Government in this regard should be embodied in a policy resolution which should have the specific approval of Parliament.

(2) The Committee find that one of the main difficulties in the construction of new lines has been the paucity of funds. The Committee feel that if the need for a particular railway line, conversion, extension or restoration is fully established in the light of the criteria laid down and the requirements of the area, the question of

resources should not come in the way. As the Committee have observed in their 148th Report the provision of transport infrastructure and railway operations are equally important for the national economy and hence the Railway Board should draw up a list of new lines to be taken up for construction in an order of priority in accordance with the criteria laid down in the policy resolution.

It may be mentioned here that the Central exchequer should pay for all unremunerative lines whether old or new, passenger services including various travel concessions which should also not be abolished. This will considerably augment Railways' finances.

(3) The Committee welcome the policy decision announced by the Minister of Railways in his budget speech of 1973-74 in regard to construction of railway lines in hilly and backward areas. In this connection the Committee would reiterate what they have said in their 148th Report that unless the Railways reach hilly, backward, undeveloped and unconnected areas, the process of development of those areas will be indefinitely delayed and consequently the economic development of those areas as well as of the whole country will suffer and regional imbalances will grow further. The Committee desire that the new guidelines set out by the Minister of Railways should be scrupulously followed for undertaking projects relating to construction of new lines in hilly, backward and undeveloped regions of the country. All the hilly and backward areas should be identified as defined and enumerated by the Planning Commission and comprehensive long-range plans for the provisions of new lines in each area drawn up on a high priority basis.

1.53. From the information made available to the Committee it is seen that out of the 15 new lines on which construction work was inaugurated during the last 5 years ending 31st January, 1975, work on two lines viz., Saraigarh-Partapganj and Kathua-Jammu lines has been completed. In respect of the five lines namely (i) Nangal Dam-Talwara link line (the only rail link in a hilly State), (ii) Howrah-Amta-Champdanga BG line, (iii) Nadikude-Bibinagar, (iv) Sakri-Hassanpur and (v) Ramnagar-Kathgodam, final location surveys are either in progress or have been completed. The Committee desire that construction work on all these five lines as also on the other ten lines inaugurated during the last five years and even earlier and not completed so far should be completed very expeditiously. Once a project has been inaugurated or started it should be ensured that the work on the project is not held up for want of funds



and as far as possible the work should be completed according to scheduled. On several works the construction work and final location surveys are carried on concurrently. The Railway Board should consider that the construction work on these five lines be carried on concurrently with the final location surveys by issue of urgency certificates as has been done in some other cases earlier. In respect of cases where surveys for new Railway lines especially 150 kms. and below connecting big areas, hitherto unconnected, have started—these should be completed and the work should be taken in hand at the earliest.

1.54. The Committee also feel that top most priority should be given to the construction of new lines in the areas where no lines have so far been constructed, since independence. Since the construction of new lines in hilly, backward and undeveloped areas is essential for the economic development of these areas, the Committee desire that the General Revenues and the Government should subsidise the Railways in the matter of construction of new lines in such areas just as some other incentives in the form of tax exemptions, provision of facilities on a priority basis are being given for accelerating the development of these areas.

NEW DELHI;

JYOTIRMOY BOSU,

April 29, 1975.

Chairman,

Vaisakha 9, 1897 (S)

Public Accounts Committee

# **APPENDIX I** See Para 1.1

Statement showing details of total route Kilometrage of Railway Lines in various States

States/Union territories	Gauge	1-4-1948	1-4-1952	1-4-1957	1-4-1962	1-4-1967	1-4-1972	1-4-1974
Apnesh	B. G.	.	.	.	2,714	2,857	2,993	2,981
	M. G.	.	.	.	1,714	1,718	1,710	1,710
	N. G.	.	.	.	37	37	37	37
	Total	.	.	.	4,465	4,612	4,740	4,728
Assam	B. G.	.	.	4,517	..	105	105	105
	M. G.	.	.	.	1,886	2,089	2,089	2,089
	N. G.	.	.	.	..	..	..	..
	Total	.	.	1,731	1,886	2,194	2,194	2,194
Bihar	B. G.	.	.	.	2,937	3,125	3,125	3,127
	M. G.	.	.	.	1,968	1,969	1,969	1,969
	N. G.	.	.	.	335	284	276	276
	Total	.	.	4,944	5,240	5,378	5,370	5,372
Gujarat	B. G.	.	.	.	904	896	1,129	1,133
	M. G.	.	.	.	3,336	3,375	3,375	3,375
	N. G.	.	.	.	1,135	1,135	1,135	1,135
	Total	.	.	.	5,375	5,406	5,639	5,643
Haryana	B. G.	.	.	687	787	787	787	787
	M. G.	.	.	.	609	609	609	609
	N. G.	.	.	.	3	3	3	3
	Total	.	.	1,373	1,399	1,399	1,399	1,399
Himachal Pradesh	B. G.	.	.	.	12	12	12	12
	M. G.	.	.	.	..	..	..	..
	N. G.	.	.	.	244	244	244	244
	Total	.	.	256	256	256	256	256

States/Union territories	Gauge	1-4-1948	1-4-1952	1-4-1957	1-4-1962	1-4-1967	1-4-1972	1-4-1974
Jammu & Kashmir	B. G.	.	.	.	.	6	6	82
	M. G.	.	.	.	.	..	..	..
	N. G.	.	.	.	.	..	..	..
	Total	.	.	..	..	6	6	82
Karnataka	B. G.	.	.	.	458	546	546	546
	M. G.	.	.	.	2,040	2,042	2,107	2,107
	N. G.	.	.	.	154	157	153	153
	Total	.	.	2,699	2,652	2,745	2,806	2,806
Kerala	B. G.	.	.	.	553	553	553	553
	M. G.	.	.	.	334	337	337	337
	N. G.	.	.	.	..	..	..	..
	Total	.	.	811	887	890	890	890
Madhya Pradesh	B. G.	.	.	.	3,337	3,649	4,119	4,118
	M. G.	.	.	.	497	497	498	498
	N. G.	.	.	.	1,138	1,138	1,138	1,138
	Total	.	.	4,930	5,172	5,284	5,755	5,754
Maharashtra	B. G.	.	.	.	2,710	2,812	3,134	3,138
	M. G.	.	.	.	1,306	1,308	993	994
	N. G.	.	.	.	1,103	1,103	1,100	1,100
	Total	.	.	4,893	5,119	5,223	5,227	5,232
Nagaland	B. G.	.	.	.	..	..	..	..
	M. G.	.	.	.	9	9	9	9
	N. G.	.	.	.	..	..	..	..
	Total	.	.	9	9	9	9	9

States/Union territories	Gauge	1-4-1948						1-4-1952						1-4-1957						1-4-1962						1-4-1967						1-4-1972						1-4-1974																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Orissa	B. G.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

States/Union territories	Gauge	1-4-1948	1-4-1952	1-4-1957	1-4-1962	1-4-1967	1-4-1972	1-4-1974
Chandigarh	B. G.	.	.	.	11	11	11	11
	M. G.	.	.	.	..	..	..	..
	N. G.	.	.	.	..	..	..	..
	Total	.	11	11	11	11	11	11
Delhi	B. G.	.	.	.	85	120	143	143
	M. G.	.	.	.	26	27	27	27
	N. G.	.	.	.	5	5	..	..
	Total	.	119	119	116	152	170	170
Goa	B. G.	.	.	.	..	..	..	..
	M. G.	.	.	.	23	81	79	79
	N. G.	.	.	.	..	..	..	..
	Total	.	..	..	23	81	79	79
Pondicherry	B. G.	.	.	.	..	..	..	..
	M. G.	.	.	.	..	27	27	27
	N. G.	.	.	.	..	..	..	..
	Total	.	..	..	..	27	27	27
Tripura	B. G.	.	.	.	..	..	..	..
	M. G.	.	.	.	..	12	12	12
	N. G.	.	.	.	..	..	..	..
	Total	.	..	..	..	12	12	12
(Including Non-Govt. Railways)	B. G.	.	25,271	26,021	27,069	28,594	30,042	30,210
	M. G.	.	24,337	24,764	25,007	25,538	25,550	25,549
	N. G.	.	5,402	5,130	5,013	4,943	4,683	4,683
	Total	.	54,910	55,915	57,089	59,075	60,375	60,442

**APPENDIX II**  
See Para 1.2

*Statement giving details of Net Additions in Route Kilometrage*

States/ Union Territories	Gauge	Between 1-4-48 & 1-4-52	Between 1-4-52 & 1-4-57	Between 1-4-57 & 1-4-62	Between 1-4-62 & 1-4-67	Between 1-4-67 & 1-4-72	Between 1-4-72 & 1-4-74
Andhra Pradesh	B. G.				143	136	(—)12
	M. G.				4	(—)8	..
	N. G.						..
	Total			(—)52	147	128	(—)12
Assam	B. G.				105	..	..
	M. G.				203	..	..
	N. G.				..	..	..
	Total			155	308	..	..
Bihar	B. G.				188	..	2
	M. G.				1	..	..
	N. G.				(—)51	(—)8	..
	Total			296	138	(—)8	2
Gujarat	B. G.				(—)8	233	4
	M. G.				39	..	..
	N. G.				..	..	..
	Total			55	31	233	4
Haryana	B. G.				..	..	..
	M. G.				..	..	..
	N. G.				..	..	..
	Total			26			
Himachal Pradesh	B. G.						..
	M. G.						..
	N. G.						..
	Total				..		..
Jammu & Kashmir	B. G.				6	..	76
	M. G.				..	..	..
	N. G.				..	..	..
	Total				6		76
Karnataka	B. G.				88	..	..
	M. G.				2	65	..
	N. G.				3	(—)4	..
	Total			(—)47	93	61	..
Kerala	B. G.				..	..	..
	M. G.				3	..	..
	N. G.				..	..	..
	Total			76	3	..	..

States/ Union Territories	G.I.I.s	Between	Between	Between	Between	Between	Between
		1-4-48 & 1-4-52	1-4-52 & 1-4-57	1-4-57 & 1-4-62	1-4-62 & 1-4-67	1-4-67 & 1-4-72	1-4-72 & 1-4-74
Madhya Pradesh	B. G.				112	470	(—)1
	M. G.				..	1	..
	N. G.				..	..	..
	Total			242	112	471	(—)1
Maharashtra	B. G.				102	322	4
	M. G.				2	(—)315	1
	N. G.				..	(—)3	..
	Total			226	104	4	5
Nagaland	B. G.				..	..	..
	M. G.				..	..	..
	N. G.				..	..	..
	Total			..	..	..	..
Orissa	B. G.				328	124	84
	M. G.				..	..	..
	N. G.				(—)25	..	..
	Total			100	303	124	34
Punjab	B. G.				8	3	..
	M. G.				..	(—)2	..
	N. G.				8	..	..
	Total			..	8	1	..
Rajasthan	B. G.				..	26	..
	M. G.				170	105	(—)2
	N. G.				..	..	..
	Total			27	170	131	(—)2
Tamil Nadu	B. G.				9	2	6
	M. G.				8	167	..
	N. G.				..	..	..
	Total			26	17	169	6
Uttar Pradesh	B. G.				9	13	(—)6
	M. G.				2	1	..
	N. G.				..	(—)144	..
	Total			35	11	(—)130	(—)5
West Bengal	B. G.				300	96	11
	M. G.				(—)1	..	..
	N. G.				3	(—)96	..
	Total			(—)11	302	..	11
Chaudigarh	B. G.				..	..	..
	M. G.				..	..	..
	N. G.				..	..	..
	Total			..	..	..	..

States/ Union Territories	Gauge	Between 1-4-48 & 1-4-52	Between 1-4-52 & 1-4-57	Between 1-4-57 & 1-4-62	Between 1-4-62 & 1-4-67	Between 1-4-67 & 1-4-72	Between 1-4-72 & 1-4-74
Delhi	B. G.				35	23	..
	M. G.				1		..
	N. G.				..	(- )5	..
	Total			(- )3	36	18	..
Goa	B. G.				58	(- )2	..
	M. G.				..	(- )	..
	N. G.				58	(- )2	..
	Total				..	..	..
Pondicher- ry.	B. G.				..	..	..
	M. G.				27	..	..
	N. G.				..	..	..
	Total				27	..	..
Tripura	B. G.				18	..	..
	M. G.				..	..	..
	N. G.				..	..	..
	Total				12	..	..
TOTAL	B. G.	138	750	1,048	1,525	1,448	168
	M. G.	122	527	243	523	12	(- )1
	N. G.	31	(- )272	(- )117	(- )30	(- )260	..
	Total	281	1,005	1,174	1,986	1,200	167



**APPENDIX III**

(See Para 1.2)

*Statement giving details of expenditure on the addition of new lines.*

Period	Expenditure (Rs. in Crores)
1-4-1948 to 31-3-1952 . . . .	17.91
1-4-1952 to 31-3-1957 . . . .	24.11
1-4-1957 to 31-3-1962 . . . .	100.90
1-4-1962 to 31-3-1967 . . . .	204.22
1-4-1967 to 31-3-1972 . . . .	82.19
1-4-1972 to 31-3-1974 . . . .	28.56
<b>TOTAL . . . .</b>	<b>457.08</b>

**APPENDIX IV**  
(See para 1.31)

*Statement showing details of total expenditure on all Indian Railways vis-a-vis-  
the expenditure on new lines*

Year	Total Expendi- ture on Indian Railways (Actual)	Expendi- ture on New Lines (Actual)	Ratio of Expendi- ture on new lines to the total Expendi- ture
	(Rupees in crores)		
1947-48	9.33	0.28	3.0 %
1948-49	34.40	4.91	14.3 %
1949-50	34.50	3.92	11.4 %
1950-51	70.86	7.26	10.2 %
1951-52	23.2	1.82	7.8 %
1952-53	60.18	3.71	6.0 %
1953-54	64.21	4.01	6.3 %
1954-55	96.21	1.85	1.9 %
1955-56	67.52	6.15	9.1 %
1956-57	169.09	8.39	4.7 %
1957-58	250.66	13.24	5.2 %
1958-59	245.17	13.22	5.4 %
1959-60	179.76	16.59	9.2 %
1960-61	188.34	25.58	13.5 %
1961-62	233.86	31.46	13.4 %
1962-63	324.38	37.48	11.5 %
1963-64	374.30	49.37	13.2 %
1964-65	389.61	52.31	13.4 %
1965-66	363.65	40.39	11.1 %
1966-67	278.37	24.47	8.8 %
1967-68	258.23	16.88	6.5 %
1968-69	226.11	14.85	6.6 %
1969-70	192.47	10.70	5.5 %
1970-71	241.61	14.09	5.5 %
1971-72	190.04	25.67	13.5 %
1972-73	351.49	14.18	4.3 %
1973-74	322.91	14.38	4.4 %

# APPENDIX V

(See para 1.37)

Statement showing New Lines/Restorations completed and Opened to Traffic during last 25 years.

Railway	S. No.	Name of project	Gauge	Length (in Kms)	Estimated Cost (Rs. in crores)	Date of Sanction	Date of opening
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Central	1.	Mudkhed-Adilabad	.	162.51	0.89	..	12-5-50
	2.	Kurla-Thrombay Arterial line.	.	9.26	.078	..	26-5-54
	3.	Khandwa-Hingoli	.	302.48	12.49	1-3-54	2-1-61
	4.	Butibori-Umrer	.	34.00	2.35	9-4-63	18-12-65
	5.	Panvel-Apta	.	15.70	0.79	23-12-61	9-4-66
	6.	Divi-Panvel-Uran	.	54.22	2.16	5-5-61	31-1-66
	7.	Singrauli-Katni	.	254.26	20.06	22-12-62	7-2-72
Eastern	1.	Tinpahar-Rejmahal (Restoration)	.	11.86	0.08	..	1-1-52
	2.	Kas'angram-Pariharpur	.	27.15	0.04	..	7-4-52
	3.	Bhagalpur-Mander Hill (Restoration)	.	49.78	0.36	..	25-4-54
	4.	Chandarpura-Muri-Ranchi-Hatia	.	143.30	13.37	21-3-57	23-3-71
	5.	Andul-Calcutta Chord Lind	.	26.08	4.59	8-3-66	30-5-73
	6.	Tildanga-Farakka	.	5.79	0.63	26-12-59	9-11-60
	7.	Karimpura-Ramgarh Coalfields	.	19.00	2.96	1957-59	31-3-60

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	8.	Bukhtiarpur-Raigir . . . . .	BG	53.84	2.56	9-5-59	1-4-62
	9.	Barasat-Hasnabad . . . . .	BG	53.06	2.56	20-5-57	9-2-62
	10.	Bondamunda-Nowagson-Purnapani . . . . .	BG	27.71	2.65	18-11-58	19-6-62
	11.	Hatia-Newagson . . . . .	BG	137.45	13.91	7-6-60	27-12-64
	12.	Permanent Diversion of Tildanga Farrakka line up- to South Abutment of Barrage with a bridge over Feeder Canal . . . . .	BG	7.82	1.93	12-12-68	11-11-71
	13.	Provision of BG Railway Bridge over the Farrakka Barrage . . . . .	BG	2.24	0.76	1-8-69	11-11-71
	14.	BG connection between the left bank abutment of the BG Farrakka Barrage Chanagram excluding interchange point at Malda I. . . . .	BG	2.40	0.23	16-4-69	11-11-71
	15.	Diversion of the Ballalpur Halt-Tildanga line along the left bank of the Feeder Canal . . . . .	BG	5.98	1.02	15-3-68	28-1-72
<i>North Eastern</i> . . . . .	1.	Murtiganj-Madhopura . . . . .	MG	21.49	0.21	25-2-53	20-7-54
	2.	Supaul-Thurbhita (Restoration) . . . . .	MG	13.00	0.22		Oct. 1967
	3.	Thurbhita-Bhaptishahi (Restoration) . . . . .	MG	12.71	0.37	..	16-11-70
	4.	Sawalgarh-Partaganj (do.) . . . . .	MG	23.00	1.61	23-1-73	June 74
<i>North east Frontier</i> . . . . .	1.	Kumedpur-Barsol . . . . .	MG	25.00	15.00	26-12-58	14-12-59
	2.	Khejuriaghat-Malda . . . . .	BG	37.00	3.90	20-11-59	10-4-61
	3.	Kalkalighat-Dharmanagar . . . . .	MG	31.36	2.30	24-3-61	1-4-64
	4.	BG line to Joglighopa . . . . .	BG	265.00	32.50	1-9-63	2-6-65
	5.	Rangapara North-North Lakhimpur-Murkongselek	MG	327.93	30.38	2-6-60	1-6-65

1. Mukerian Pathankot . . . . .	BG	42.98	3.77	15-3-50	7-4-52
2. Bijoor-Chandpur Siau (Restoration) . . . . .	BG	35.11	0.24	..	10-11-52
3. Unoe-Madhoganj-Balamau (-do-) . . . . .	BG	99.30	0.82	..	5-9-54
4. Nagrota-Jogindernagar (-do-) . . . . .	NG	54.50	0.43	..	15-4-54
5. Rail Link to Chandigarh . . . . .	BG	15.98	1.22	4-8-53	16-2-54
6. Chunar-Robertsganj-Churk . . . . .	BG	79.09	2.02	18-7-51	12-7-54
7. Hazaret Nizamuddin-Safdarjang . . . . .	BG	7.42	0.50	..	1-1-55
8. Pathankot-Madhampur . . . . .	BG	12.80	0.41	28-9-54	11-11-55
9. Rohtak-Gohana (Restoration) . . . . .	BG	32.00	0.49	..	31-10-58
10. Barhan-Etan . . . . .	BG	61.80	1.43	13-10-55	8-1-59
11. Akbarpur-Tanda (Restoration) . . . . .	BG	16.80	0.25	..	31-3-61
12. Madhopur-Kathua . . . . .	BG	8.69	2.37	17-2-71	20-1-66
13. Ghazibad-Tughlakabad including Second Yamuna Bridge . . . . .	BG	54.30	2.99	12-5-58	15-11-66
14. Robertsganj-Garhiwa Road . . . . .	BG	163.27	21.34	2-7-58	19-10-63
15. Pokaran-Jaisalmer . . . . .	MG	105.00	2.50	2-6-66	28-1-68
16. Delhi-Avoiding Lines . . . . .	IG	17.67	2.25	22-1-62	16-2-69
17. Hindumalkot-Sriganganagar . . . . .	BG	27.56	1.17	27-7-61	11-1-70
18. Singrauli-Obra . . . . .	BG	56.57	11.41	21-12-61	30-4-70
19. Kathua-Jammu . . . . .	BG	77.10	13.82	July, 68	2-10-72
20. Utrertia Sultanpur-Zafarabad (Restoration) . . . . .	BG	217.00	2.06	..	23-6-55

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
<i>South Eastern</i>								
1.	Bobbili-Salur (Restroation)	.	.	.	17.00	0.10	..	1-2-54
2.	Champe-Korba	.	.	.	37.78	0.88	3-10-53	20-12-56
3.	Naomundi Banspani .	.	.	.	28.05	2.29	24-11-55	[ 16-4-58
4.	Bhilai-Dhalli Rajhara	.	.	.	85.00	4.38	19-3-56	16-5-58
5.	Bhilai-Deorjal	.	.	.	19.80	0.78	29-4-57	16-4-59
6.	Bondamunda-Dumaro	.	.	.	67.00	7.38	25-3-56	20-4-60
7.	Barabil-Pamposh Gorge	.	.	.	9.30	1.08	22-11-57	20-4-60
8.	Buridand-Karonji	.	.	.	85.10	6.91	6-2-58	1-10-62
9.	Karonji-Jayanagar	.	.	.	13.90	0.89	14-11-59	1-10-62
10.	Sambalpur-Titlagarh	.	.	.	182.00	14.59	28-4-59	15-4-63
11.	Bimlagarh-Kiriburu	.	.	.	41.23	5.94	8-3-60	[ 16-4-63
12.	Barbespur-Korea Coalfields	.	.	.	16.57	1.56	14-11-59	20-1-65
13.	Champe-Korba-Extension	.	.	.	16.67	2.04	10-11-60	Dec. ' 65
14.	Bailadilla-Kottavalasa ]	.	.	.	447.00	56.68	16-11-61	1-11-68
15.	Rail link to Haldia Port (Panskura-Durgachak portion)	.	.	.	59.83	8.25	31-1-63	16-1-69
16.	Cuttack-Paradeep	.	.	.	84.31	10.00	30-12-67	9-7-73
<i>Southern</i>								
1.	Arantangi-Karaiikudi	.	.	.	27.31	0.41	17-7-50	29-3-52
2.	Shoranur-Nlambur (Restoration)	.	.	.	66.40	0.48	..	15-4-54

3.	Madhuri-Bodinayakanur (Restoration)	.	.	MG	89.50	0.47	..	25-7-54
4.	Quilon-Ernakulam	.	.	MG	154.48	6.56	Dec. 1952	6-1-58
5.	Manamadurai-Virudhunagar	.	.	MG	66.61	2.53	4-1-62	25-5-64
6.	Banglore-Salem	.	.	MG	229.33	10.18	10-2-62	14-11-68
7.	Renigunta-Tirupati East	.	.	BG	9.80	0.31	26-9-67	29-9-68
8.	Manglore:Panambur (Phase of Manglore Hassan)	.	.	MG/BG	25.86	23.73 (for the whole project)	2-11-64	14-10-72
1.	Kanalus-Ghop	.	.	MG	34.42	0.17	..	9-3-51
2.	Gandhidham-Deesa	.	.	MG	272.06	5.74	1-4-50	1-10-52
3.	Cambay Bunder Siding (Restoration)	.	.	BG	2.40	0.02	..	10-1-53
4.	Vasad-Kathana (-do-)	.	.	BG	43.58	0.44	..	10-6-53
5.	Pihij-Nadiad	.	.	NG	5.66	0.11	19-11-51	15-8-53
6.	Toridisagar-Toda Rai Singh	.	.	MG	24.34	1.20	..	30-3-54
7.	Gandhidham-Kandla	.	.	MG	10.61	0.80	April 53	15-8-54
8.	Sanganer-Tordi Sagar	.	.	MG	81.62	1.35	..	30-3-54
9.	Rajkot Town-Rajkot Jn.	.	.	MG	7.17	0.15	..	17-7-54
10.	Gandhidham-Anjar	.	.	MG	16.08	0.09	..	25-12-54
11.	Gop-Kut Kala	.	.	MG	32.37	0.39	21-1-54	16-12-55
12.	Gandhidham New Kandla	.	.	MG	11.82	0.87	3-10-53	1-10-56
13.	Fatehpur-Churu	.	.	MG	42.88	0.65	16-3-55	1-3-57
14.	Raniwara-Bhildi	.	.	MG	69.79	1.60	16-4-55	24-4-58

Western

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	15. Indore-Ujjain	.	.	.	.	3.22	14-6-55
	16. Udaipur-Himmatnagar	.	.	.	.	11.41	6-10-60
	17. Jhund-Kandla	.	.	.	.	16.33	7-10-64
	18. Doda-Singhana	.	.	.	.	2.80	1970-71
							31-5-74



(See para 40)

Statement showing details of New Railway line, constructed during the last 20 years.

Sl. No.	Particulars of New Lines	Railway	Estimated Original (Rs. in crores)	Cost Latest (Rs. in crores)	Estimated Return 6th year	Estimated Return 11th year	Actual return (%) in 1965-66 or otherwise as indicated (per cent)	Reasons for undertaking the construction if the estimated return was lower than the prescribed return	Date of commencement of construction	Date of opening	Sl. No.	Particulars of New Line	Railway	Estimated Original (Rs. in crores)	Cost Latest (Rs. in crores)	Estimated Return 6th year	Estimated Return 11th year	Actual Return (%) in 1965-66 or otherwise as indicated (per cent)	Reasons for undertaking the construction if the estimated return was lower than the prescribed return	Date of commencement of construction	Date of opening
1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11
1	Pathankot-Madhupur—contd.	Northern	0.47		1.70 %		8.0	With a view to extend line in J & K State and also to expedite movement of goods into the State.	28-9-54	11-11-55	31	Rangapara North-North Lakhimpur-Murkong-Selek	N.F.	28.89	30.38	(-)-1.55 %	(-)-1.03 %	(-)-8.55 (1970-71)	Strategic line	2-6-60	1-7-65
2	Hazrat-Nizamuddin-Safdarjung	Northern	0.03	0.50			62.95			1-1-1955	32	Bondamunda-Nowagaon-Purna-pani.	Eastern	2.65		42.75 %	42.86 %	—		18-11-58	30-12-64
3	Gop-Katola	Western	0.39	0.41	6.93 %		26.94 (1966-67)		21-1-54	16-12-55	33	Diva-Panvel-Uran	Central	3.04	2.16		(-)-0.30	-2.24 (1972-73) for Diva Panvel +0.27 (1972-73) for Panvel-Uran	To relieve congestion around Bombay and also providing rail connection to Naval Armament Depot near Uran.	5-5-61	31-1-66
4	Barhan-Etah	Northern	1.34		3.98 %		(-)-2.17 (1972-73)	To help in the general development of the area.	13-10-55	18-1-59	34	Panvel-Apta	Central	0.79				-7.54 (1972-73)	To serve the Basic Chemical & Intermediate Plant to be set up near Apta by Maharashtra Government.	23-12-61	9-4-66
5	Khandwa-Hingoli	Central	8.90	12.49	3.06 %		(-)-4.63 (1972-73)	To provide North-South M. G. Link.	1-3-54	2-1-61	35	Butibori-Umrer	Do.	2.35		7.3 %	8.7 %	51.25 (1972-73)		9-4-63	18-12-65
6	Quilon-Ernakulam	Southern	6.39	6.56	3.75 %		(-)-9.45 (1966-67)	To provide trade & industries in the area. Also to attract tourist traffic. Line has been since become remunerative.	Dec. 52	6-1-58	36	Hatia-Nowagaon	Eastern	13.91		9.27 %	49.85 %	2.06 (1966-67)		7-6-60	27-12-64
7	Champa-Korba	S. Eastern	0.96	0.88	17.4 %		(-)-14.33 (1972-73)		3-10-53	20-12-56	37	Madhopur-Kathua	Northern	1.77	2.37	0.03 %	0.06 %	+31.86 (1972-73)	To provide rail facilities to J & K State.	17-2-61	20-1-66
8	Indore-Ujjain	Western	3.22		8.39 %		10.34 (1964-65)		14-6-55	19-5-58	38	Hindumalkot-Sriganganagar	Do.	0.62	1.17	2.55 %	4.98 %	+8.68 (1972-73)	To eliminate transshipment point & also for general development of area. Line was approved by Planning Commission as a test case for Shramdan.	27-7-61	11-1-70
9	Fatehpur-Churu	Western	0.55	0.65	3.85 %		3.60 (1966-67)	To provide quickest and shortest route between Jaipur & Churu Ratangarh & Sardarsahar.	16-3-55	1-3-57	39	Singrauli-Obra	Do.	9.10	11.41	9.74 %	16.24 %	—		21-12-61	31-4-70
10	Reniwara-Bhildi	Western	1.60		(-)-1.84 %		(+)-4.56 (1972-73)	Partly as a famine relief work and partly to cater to the development of the area.	16-4-55	24-4-58	40	Singrauli-Katni	Northern & Central	26.51	24.37	N.A.		—		22-12-62	Opened for goods traffic on 14-2-1972.
11	Gandhidham-New Kandla	Western	0.80	0.27	N.A.		(-)-45.98 (1970-71)	To provide an alternative main line connection between Kandla and Delhi and other important points on Metre Gauge system and also shorter connection from Kandla to its hinterland.	3-10-53	1-10-56	41	Delhi Avoiding Lines	Northern	2.43	6.25	6.76 %		—		22-1-62	16-2-69
12	Barasat-Hasanabad	Eastern	1.99	2.56	3.97 %	1.77	(-)-2.98 (1972-73)	With a view to meeting the transport needs of the area previously served by Barasat-Beshirhat Light Rly. which was closed w.e.f. 1-7-65	20-5-57	9-2-62	42	Ghaziabad Tughlakabad including Second Yamuna Bridge.	Do.	3.51	5.99	18.4 %		—		12-5-58	15-11-66
13	Bukhtiarpur-Rajgir	Eastern	2.16	2.56	1.51 %	2.72	+2.23 (1972-73)	With a view to increasing tourist facilities in that area and also to serve the historical and religious places like Nalanda and Rajgir.	9-5-59	1-4-62	43	Kallalighat-Dharamnagar	Northeast Frontier	2.30		(-)-1.7 %		-2.40 (1972-73)	For connecting Tripura with rest of country as the previous connection was severed with the partition of the country.	24-3-61	1-4-64
14	Chandrapura-Muri-Ranchi-Hatia.	Eastern	11.80	13.37	42.73 %	44.86 %	Chandrapura-Ranchi-Bondamunda. (+)-6.96 (1972-73) 8.69 (1972-73)		21-3-57 9-5-59	22-12-60 23-3-61	44	B.G. line from Siliguri to Jogighopa	Do.	32.50		N.A.		+3.09 (1966-67)	Strategic line	1-4-63	2-6-65
15	Tildanga-Farakka	Eastern	0.63	11.52 %	@		+64.78 (1968-69)		26-12-59	9-11-60	45	Manamadurai-Virudhunagar.	Southern	2.31	2.53	5.2 %	7.3 %	+0.22 (1966-67)		4-1-62	25-5-64
16	Khejuriaghat-Malda	Northeast Frontier	3.68	3.91	16.77 %		+10.39 (1971-72)		20-11-59	10-4-61	46	Bangalore-Salem	Do.	8.50		5.54 %	6.9 %	(-)-3.4 (1976-77)		10-2-62	14-11-68
17	Robertganj-Garhwa Road	Northern	17.02	21.34	4.68 %	8.09 %	(+)-0.08 (1971-72)		2-7-58	19-10-63	47	Mangalore-Hassan	Do.	23.73		1.50 %	2.60 %	—	To develop the hinterland for the new Mangalore Port and also export of about 2 million tonnes of iron ore per annum from neighbouring Metre Gauge area.	2-11-64	In progress.
18	Kumedpur-Barsoi	Northeast Frontier	1.00		(-)-1.87 %		+46.14 (1970-71)	On traffic and operational considerations due to saturation of capacity	26-12-58	14-12-59	48	Rail link to Haldia Port	S. Eastern	10.00	8.25	8.25 %	8.35 %	—		31-1-63	16-1-69
19	Bondamunda-Dumrao (Rourkela)	S. Eastern	4.60	7.38	8.04 %	14.5 %	+2.80 (1972-73)		25-3-56	20-4-60	49	Udaipur-Himmatnagar	Western	10.56	11.41	4.79 %	6.46 %	0.94 (1971-73)		6-10-60	14-11-65
20	Bhilai-Dhalli Rajhara	Do.	4.38		11.50 %	17.2 %	(+)-12.21 (1972-73)		19-3-56	16-5-58	50	Guna-Maksi	Do.	9.60	10.53	(-)-4.23 %	(-)-3.95 %	—	To provide an alternative route for movement of increased coal traffic from Central India to Western India and to develop a new area.	10-4-62	In progress
21	Barabail-Panposh Gorge	Do.	1.08		25.0 %		(-)-10.09 (1972-73)		22-11-57	20-4-60	51	Jhund-Kandla	Do.	14.53	16.33	9.42 %	11.76 %	+14.93 (1972-73)		7-10-64	Oct. 69
22	Naomundi-Banspani	Do.	1.31	2.29	8.53 %		(-)-0.96		24-11-55	16-4-58	52	Kottavalasa-Bailadilla	D.B.K.	56.68		4.69 %	4.98 %	+12.96 (1972-73)	For export of 4 to 6 million tonnes of iron ore to Japan.	16-11-61	1-11-68
23	Bhilai-Doorthal	Do.	0.78		42.5 %		—		29-4-57	16-4-59	53	Katru-Jammu	Northern	10.99	13.82	7.17 %	7.24 %	—		July, 68	2-10-72
24	Beuridand-Karonji	Do.	7.46	6.91	5.25 %	7.10 %	-5.37 (1972-73)		6-2-58	1-10-62	54	Cuttack-Paradeep	S. Eastern	10.00		N.A.		—		30-12-67	Aug. 73
25	Karonji-Jaynagar	Do.	0.89				—		14-11-59	1-10-62	55	Renigunta-Tirupati East	Southern	0.31		7.7 %		—		26-9-67	22-9-68 (this is an open line work).
26	Barbaspur-Korea Coalfields	Do.	1.96		5.28 %	7.10 %	—	This is only a siding and the charges recovered take into account interest at current dividend rate.	14-11-59	20-1-65	56	Pokaran Jaisalmer	Northern	2.50				(+)-5.92 (1972-73)		2-6-66	28-1-68
27	Champa-Korba Extension	Do.	1.72 (Rly) (Dep)	1.60 0.44 2.04	9.72 %	15.1 %	-1.60 (1972-73)		10-11-60	December 1965	57	Tornagullu-Mudukilapenta	Southern	3.30		10 % -15 % under the DCF as per assessment.		—		1970-71 programme	Work in progress 1975-76
28	Karapura-Ramgarh Coalfields	Eastern	1.67 (Rly) 1.29 (Dep)		About 5 %		—		1957-59	31-3-60	58	Dabia-Singhana	Western	2.80		Remunerative with inflation for chargeable distance.		—		Do.	31-5-74 for goods traffic.
29	Sambalpur-Titlagarh	DBKSE	14.59		13.8 %	8.40 %	(+)-15.42 (1972-73)		28-4-59	15-4-63	59	Sabarmati-Gandhinagar (BG).	Do.	2.85		26.75 %		—		Jan '73	Work in progress
30	Bimlagarh-Kiriburu.	DBK/SE	6.07	5.94	6.67 %		4.53 (1972-73)		8-3-60	16-4-63	60	Diva-Bassein Road (BG).	Central	12.74		22.78 %		—		1972	Do.
											61	Tirunelveli-Trivandrum via Nagercoil with branch line from Nagercoil to Kanyakumari (B.G.)	Southern	14.54		Slightly less than remunerative; but taken up under special conditions like waiver of dividend liability inflation of chargeable distance for goods.		—		1972	Do.
											62	Wani-Chanaka	Central	5.30		8.9 % (DGF)		—			Construction in progress.

\*For the entire project Chandrapura to Bondamunda.

@ Along with Khejuriaghat-Malda.

§Dive-Panvel section opened to traffic on 31-10-1964.

N.A. = Not available.

§With 150 percent inflation on goods.

§§With 78.5 per cent inflation on goods on present assessment.

## APPENDIX VII

See para 1.41

Statement showing details of surveys sanctioned for construction of new railway lines in hilly regions/States

Sl. No.	Name of Survey	State	Date of Commencement	Date of completion	Remarks
1	2	3	4	5	6
1	Bihariganj-Simri-Bakhtiarpur new M. G. Line.	Bihar	23-3-74	..	Survey Reports are under finalisation.
2	Preliminary Engg.-cum-traffic survey for extending B. G. line from Laukaha to Laukahi.	Bihar	20-12-74		Survey in progress.
3	Preliminary Engineering-cum-traffic survey from Madhepura to Singheshwar Asthan.	Bihar	11-4-74	1975	Reports under examination.
4	Engg.-cum-traffic survey of isolated M.G. branch lines into B. G. between Barabanki to Samastipur.	Bihar	25-6-74	..	Survey in progress.
5	Preliminary Engineering-cum-traffic survey for restoration of Nirmali-Saraighat M. G. Line.	Bihar	22-8-74	..	Survey in progress.
6	Kalka-Parvanoo.	H. P.	1969	1970	Not taken up being unremunerative. The work has however, been included for being taken up, for the development of backward areas, subject to additional funds being made available by Planning Commission

1	2	3	4	5	6
7	Jagadhari-Paonta . . . . .	H. P.	1972	..	Survey in progress and likely to be completed shortly.
8	Final location survey for Nangal Dam-Talwara.	H. P.	1974	..	Survey in progress.
9	Baranula-Qazigund. . . . .	J. & K.	1971	1973	Reports under examination.
10	Jammu-Udhampur. . . . .	J. & K.	1973	1974	Do.
11	Final location survey Shahdara-Saharanpur. . . . .	U. P.	1974	..	Survey in progress along with the work of construction as a joint venture with U. P. State Govt. The work is targeted to be completed by 1-4-78.
12	Baraut-Chhaprauli.	U. P.	1974	..	Survey in progress and expected to be completed by 31-3-75.
13	Preliminary Final Location Engg.-cum-traffic survey for providing BG link to Ramnagar and Kathgodam from Moradabad and Rampur.	U. P.	1974	..	Survey in progress. The construction work has been approved in the Budget 1974-75.
14	New line from Gola-Gokarnanath <i>via</i> Shahjahanpur-Mahmed. . . . .	U. P.	1974	..	Survey in progress.
15	Sahjanwa-Dohrighat.	U. P.	1974	..	Do.
16			Deleted.		Do.
17	Budge-Budge to Namkhana. . . . .	West Bengal			Do.
18			Deleted.		Do.
19	Mandar Hill to Sainthia <i>via</i> Dumka . . . . .	West Bengal.	8/74		Do.

20	Hazaribagh Town to Rampurhat.	. . . . .	West Bengal.	8/74	..	Survey in progress.
21	Preliminary Engg. and traffic survey for extension of railway line from Dharamnagar to Agartala.	. . . . .	Tripura	1969	1970	Reports under examination.
22	Traffic survey for the extension of Railway line from Akhaura - Agartala - Sabroom and connecting link with Belonia.	. . . . .	Tripura.	1973	1974	Do.
23	Traffic survey for extension of Railway line from Eklakiti to Behurhat.	. . . . .	Do.	1972	1973	Do.
24	Preliminary engineering-cum-traffic survey from Sicheh to Jiriham.	. . . . .	Assam, Manipur.	1972	1973	Do.
25	Extension of Railway line from Gauhati to Burnihat.	. . . . .	Meghalaya & Assam.	1974	..	Survey in progress at the cost of N. E. Council.
26	Extension of Rangapara North Tezpur Branch line to Bhoomerguri Ghat.	. . . . .	Assam.	1970-71		Reports under examination.
27	Panchratna-Dudhnai-Daragiri.	. . . . .	Assam & Meghalaya.	1974		Survey in progress at the cost of N. E. Council.
28	New lines in Sundarban Areas.	. . . . .	West Bengal.	1973	1975	Reports under examination.
29	Howrah-Amta..	. . . . .	West Bengal.	1973	1973	Survey completed. Project approved to be taken up subject to Parliament's approval for the revised financial arrangements.
30	Howrah-Sheakhala.	. . . . .	West Bengal.	1973	1973	Project approved.
31	Traffic survey for provision of sidings from Azampur-Bangladesh to Agartala in Tripura-from Belonia station in Bangladesh to Belonia Town in Tripura.	. . . . .		1974	..	Surveys in progress.

# APPENDIX VIII

(See para 1.49)

Statement giving details of New Lines/Restorations Inaugurated in the Last 5 years ending 31-1-1975.

S. No.	Name of line	Date of Inauguration	Site/Inauguration by	State Govt.'s Offer	Name of Addressee and Designation	Estimated cost (Rs. in crores)	Amount sanctioned for inauguration	Up-to-date progress	
1	2	3	4	5	6	7	8	9	10
							Rs.	Rs.	
1	Tirunelveli-Trivandrum with a branch line to Kanyakumari	6-9-72	Kanyakumari	By Prime-Minister.	..	..	14.54	2500	27.0%
2	Shahdara-Saharanpur BG line	2-12-73	Khekra	By Prime-Minister.	50 % participation by U. P. State Govt. in Capital investment	Shri Bahuguna, Chief Minister, Uttar Pradesh.	17.42	2500	2.0%
3	Saraigarh-Partapganj (Restoration)	18-6-73	Saraigarh	By Minister of Railways.	..	..	1.51	Work completed and opened to traffic on 16-6-1974.	
4	Partapganj-Forbesganj (Restoration)	18-9-73	Forbesganj	By Minister of Railways.	..	..	3.37		52.0 %
5	Chhitauni-Bagaha (Restoration)	22-10-73	Near Chhitauni	By Prime Minister.	Cost of flood protection works & guide bunds to be borne by U. P.	Shri Bahuguna, Chief Minister, Uttar Pradesh.	6.74		3.0%
6	Dalmau-Daryapur (Rostoration)	8-12-73		By Minister of Railways.	..	..	1.49	2012.22	33.5%
7	Jhanjharpur-Laukaha-Bazar	22-2-73	Laukaha-Bazar.	By Minister of Railways.	Bihar Govt. to bear cost of land & earthwork.	Shri Ghafar, Chief Minister, Bihar.	2.58		27.0%
8	Rohtak-Bhiwani	7-7-74	Bhiwani	By Minister of Railways.	Haryana State Govt. addressed to bear cost of land and also to regulate road traffic on the section.	Shri Bansi Lal, Chief Minister, Haryana.	6.13	1000	9.25%
					Arrangements accepted by the State Govt.				
9	Howrah-Amta/Champadang- BG line.	11-7-74		By Prime-Minister.	Cost of land to be borne by West Bengal Government.	Shri S. S. Ray, Chief Minister, West Bengal.	12.16 (Excluding cost of land)	2500	Estimate under consideration. Final location survey completed.
10	Nadikude-Bibinagar	7-4-74	Bibinagar	By Prime-Minister.	Cost of land and regulation of road services.	Chief Secretary, Govt. of Andhra Pradesh.	13.47	2500	Final Location survey in progress.
11	Sakri-Hassanpur	22-2-73	Sakri	By Minister of Railways.	State Govt. addressed to bear cost of land and earthwork.	Shri Ghafar, Chief Minister, Bihar & Sh. P. K. J. Menon, Chief Secy., Govt. of Bihar.	5.96		Final location survey completed.
12	BG rail links to Ramnagar and Kathgodam.	1-1-74/ 10-1-74	Rampur/ Moradabad	By Prime-Minister.			15.00		Final Location survey in progress.
13	Nangal-Dam-Talwara	22-12-74	At Amb	By Minister of Railways.	Offer of Free land received from Himachal Pradesh's Chief Minister.	Shri Y. S. Parmar, Chief Minister, Himachal Pradesh.	30.0.		Final location survey in progress.
14	Kathua-Jammu	2-10-73	Jammu	By Minister of Railways.	..	Shri T. A. Pai, Minister of Railways, Dr. Karan Singh, Minister of Tourism, Chief Minister of Jammu & Kashmir and Shri Mohd. Shafi Qureshi, Dy. Minister of Railways.	13.82	2500	Completed.
15	Barabanki-Samastipur	21-4-74	Gorakhpur	By Prime Minister.	..	Minister of Railways, Shri L. N. Mishra and Chief Minister of Uttar Pradesh, Shri Kamalapati Tripathi.	41.42		31.0 %

## APPENDIX IX

### Summary of Main Conclusions/Recommendations

S. No.	Para No.	Ministry concerned	Recommendations
1	2	3	4
1	1.51	Railways—Contd.	From the foregoing paragraphs the Committee note—

(i) The expansion of railways in the sphere of construction of new railway lines has been far from uniform throughout the country during the last 25 years with the result that certain hilly, backward and under-developed regions and States have been totally neglected while certain areas have been given some consideration. It is seen that in some States such as Himachal Pradesh, Nagaland, Meghalaya, Manipur, Arunachal Pradesh, Mizoram and Tripura and other backward States, there has been practically no construction or addition to route kilometrage during the last 20 years or it has been only negligible. There had been no clear-cut policy followed by the Railway Board and the Planning Commission in regard to construction of new railway lines; although the Planning Commission have extended some concessions to hilly, backward and under-developed areas to augment growth yet, extension of Railway lines even if it were initially at a loss never occurred

to them. The proposals originating from Members of Parliaments the State Governments and other public bodies are considered apparently arbitrarily on *ad-hoc* basis and subject to availability of funds projects for new lines, conversions and restorations are sanctioned from time to time.

(ii) The proportion of expenditure on new railway lines to the total expenditure on Railways is steadily declining. In 1948-49, the ratio of expenditure on new lines to the total expenditure on railways ranged between 11.1 per cent and 13.5 per cent. From the year 1966-67, this percentage has steadily gone down, except in the year 1971-72. During 1972-73 and 1973-74 the expenditure on the construction of new lines was only 4.3 per cent and 4.4 per cent respectively of the total expenditure on Railways. This is also a very depressing feature.

(iii) In the matter of construction of new lines, the hilly and backward regions and States have had unfortunately no special treatment. According to the Railway Board the Railway development is not envisaged on any State-wise or region-wise concept but is done to suit national priorities and to meet the needs of the country as a whole. Such an approach had the effect that hilly and backward

areas have not been provided with an adequate transportation infrastructure and as a result the economic development of these areas has lagged behind. As far back as 1966 the Estimates Committee had emphasised that while finalising the Fourth Plan allocations for opening new lines, due regard should be given to the potential areas of development. The Committee had also highlighted that in certain undeveloped areas transport arrangements should precede and supply necessary facilities for economic development. The Railway Board while taking note of the Committee's recommendation, had supported the view that transport facilities should precede and provide the incentive for economic development in under-developed areas. However, in view of the limited resources position of the Government, the Railway Board had stated in evidence to the Estimates Committee in 1966 that it would be advisable to examine alternate low investment transport facilities such as road transport for achieving the same objectives in the initial stages. This, the Public Accounts Committee are unable to accept as in fact the cost of road transport has gone up very steeply.

- (iv) A policy decision was announced by the Minister of Railways in his budget speech of 1973-74 for construction of railway lines in backward areas. It was stated therein that the rising costs of construction required high density of traffic to justify a new line financially. But in hilly
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and backward areas such quantum of traffic may not be offering, yet a new line or a conversion of an existing line may be essential and urgently needed for the development of the region. The Minister had then stated that "the principle that transportation infrastructure must evolve along the pattern determined by pre-existing economic viability needs to be modified to the extent that very often the creation of the infrastructure themselves lead to additional demand and increased industrial and commercial prospects. In selected areas the calculus of short-term economic returns must yield place to the long-term benefit through a policy of deliberate developmental expenditure." The Committee note that in pursuance of the new approach thus enunciated several surveys for new projects for construction of new lines have been taken up and the construction work on one Nangal-Talwara Railway line has been inaugurated on 22nd December, 1974.

The Committee are strongly of the view that for the opening up of areas in hilly, backward and undeveloped region the provision of transportation infrastructure in the form of railway lines must be made on a high priority basis as they have no doubt that the development of these areas will automatically follow once the transportation infrastructure is developed. The Committee also feel that the regional imbalances in the economic development, which have tend-

ed to become more accentuated over the years are in a large measure attributable to the lack of transportation facilities in these hilly, backward and undeveloped regions. In the light of this general observation, the Committee would like to recommend that:

(1) The Railway Board should in consultation with the Planning Commission immediately draw up a comprehensive long-term and clear-cut plan for the construction of new lines on a systematic basis. The criteria to be followed in the matter of construction of new lines need to be **clearly set out**. The decision of the Government in this regard should be embodied in a policy resolution which should have the specific approval of Parliament.

(2) The Committee find that one of the main difficulties in the construction of new lines has been the paucity of funds. The Committee feel that if the need for a particular railway line, conversion, extension or restoration is fully established in the light of the criteria laid down and the requirements of the area, the question of resources should not come in the way. As the Committee have observed in their 148th Report the provision of transport infrastructure and railway operations are equally important for the national economy and hence the Railway Board should draw up a list of new lines to be taken up for construction in an order of priority in accordance with the criteria laid down in the policy resolution.

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It may be mentioned here that the Central exchequer should pay for all unremunerative lines whether old or new, or passenger services including various travel concessions which should also not be abolished. This will considerably augment Railways' finances.

(3) The Committee welcome the policy decision announced by the Minister of Railways in his budget speech of 1973-74 in regard to construction of railway lines in hilly and backward areas. In this connection the Committee would reiterate what they have said in their 148th Report that unless the Railways reach hilly, backward, undeveloped and unconnected areas, the process of development of those areas will be indefinitely delayed and consequently the economic development of those areas as well as of the whole country will suffer and regional imbalances will grow further. The Committee desire that the new guidelines set out by the Minister of Railways should be scrupulously followed for undertaking projects relating to construction of new lines in hilly, backward and undeveloped regions of the country. All the hilly and backward areas should be identified as defined and enumerated by the Planning Commission and comprehensive long-range plans for the provisions of new lines in each area drawn up on a high priority basis.

From the information made available to the Committee it is seen that out of the 15 new lines on which construction work was inaugurated during the last 5 years ending 31st January, 1975, work on two

lines viz., Saraigarh-Partapganj and Kathua-Jammu lines has been completed. In respect of the five lines namely (i) Nangal Dam—Talwara link line (the only rail link in a hilly State), (ii) Howrah—Amta/Champadanga BG line, (iii) Nadikude-Bibinagar, (iv) Sakri-Hassanpur and (v) Ramnagar-Kathgodam, final location surveys are either in progress or have been completed. The Committee desire that construction work on all these five lines as also on the other ten lines inaugurated during the last five years and even earlier and not completed so far should be completed very expeditiously. Once a project has been inaugurated or started it should be ensured that the work on the project is not held up for want of funds and as far as possible the work should be completed according to schedule. On several works the construction work and final location surveys are carried on concurrently. The Railway Board should consider that the construction work on these five lines be carried on concurrently with the final location surveys by issue of urgency certificates as has been done in some other cases earlier. In respect of cases where surveys for new Railway lines especially 150 kms. and below connecting big areas, hitherto unconnected, have started—these should be completed and the work should be taken in hand at the earliest.

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The Committee also feel that top most priority should be given to the construction of new lines in the areas where no lines have so far been constructed since independence. Since the construction of new lines in hilly, backward and undeveloped areas is essential for the

1	2	3	4
			<p>economic development of these areas, the Committee desire that the General Revenues and the Government should subsidise the Railways in the matter of construction of new lines in such areas just as some other incentives in the form of tax exemptions, provision of facilities on a priority basis are being given for accelerating the development of these areas.</p>