

MR. CHAIRMAN: Last question.

SHRI R. MOHANARANGAM: Mr. Chairman, Sir, just six months back, the hon. Minister came to our Madras city and he travelled from Egmore to Guindy. After travelling successfully nearly five to six miles within half an hour because of the heavy traffic, he said that he would take the entire responsibility of changing this railway line and that he would see that all the defects are rectified. More than six months have passed when he actually travelled from Egmore to Guindy. Now, I would like to know whether it is a fact that after Independence, i.e. for the past 35 years, not even a single kilometre of metre-gauge has been converted into broad-gauge in Tamil Nadu. Even if he just converts the railway line from metre-gauge to broad-gauge, the problem will not be solved because the entire city population is living two parts, the South and the North. Until and unless he constructs 3 or 4 over-bridges, the matters won't improve because the entire population of 20 lakh people cannot go to this side of the Madras city. The gates are completely closed for hours together and we cannot go from side to the other. For the last 15 years, we are requesting that 3 or 4 over-bridges should be constructed. What are the steps being taken not only to convert the metre-gauge into broad-gauge but also for the construction of over-bridges in between Guindy and Tambaram?

MR. CHAIRMAN: It is a little out of the way. But it is a matter for consideration. You have the North and the South.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Unfortunately, the hint is given as if we are making some sort of discrimination.

MR. CHAIRMAN: He is putting forward his real difficulties.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I quite appreciate the views of the hon. Member. It is quite correct that I just wanted to see myself the peak-hour crowd. I

noticed the difficulties of the people. In our limited way and with our limited resources, we did something to see that the situation is eased. I do not say that we have completely solved the problem. It requires a lot of funds and all that. We do not have those funds. For peak hours, two or three trains were introduced and I am told that it has eased the situation to some extent. With regard to conversion, you are very correct and I have explained the position at length.

SHRI R. MOHANARANGAM: Not a single kilometre of metre-gauge has been converted into broad-gauge.

MR. CHAIRMAN: He says that it is correct. I think you were not in your seat when he explained that there is a policy of rehabilitating all the existing railway systems first before he can venture into new fields. You did not hear that. That is what he has said. Well, you have drawn his attention and I am sure he will look into this matter.

SHRI ERA SEZHIYAN: Hon. Chairman is giving better answer for the Railways.

MR. CHAIRMAN: I am not giving the answers. I am explaining his answers.

Now, Question No. 143—Shri Chathunni Master.

\*143. [The Questioner (Shri K. Chathunni Master) was absent. For answer vide cols. 32 infra.]

MR. CHAIRMAN: Question No. 144.

#### Railway Reforms Committee

\*144. SHRI HARISHANKAR BHABHRA:†  
SHRI JAGDISH PRASAD MATHUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Reforms Committee have stressed the need

†The question was actually asked on the floor of the House by Shri Harishankar Bhabhra.

to make endeavour for handling of the prolific growth of traffic expected by the year 2000 AD by means of technological inputs and a right working environment and culture;

(b) if so, what are the desired technological inputs and what is the specific concept of right working environment and culture; and

(c) what progress has been made in this regard during the last one year and what is the proposed programme for the current year and for the next year?

THE MINISTER OF RAILWAYS  
(SHRI A. B. A. GHANI KHAN  
CHAUDHURI): (a) to (c) A Statement is laid on the Table of the Sabha.

#### Statement

(a) to (c) In part II of their report on Transportation, the Railway Reforms Committee have estimated that by the year 2000 A.D., Railways may have to handle 375 billion tonne kilometres of freight traffic, 280 billion non-suburban passenger kilometres and 160 billion suburban passenger kilometres.

For handling the anticipated growth of passenger and freight traffic, they have suggested technological inputs and managerial innovations. The recommendations broadly cover the following:—

- (i) Phasing out steam traction.
- (ii) Electrification of heavy density routes.
- (iii) Greater use of 8-wheeler bogie wagons with higher payload.
- (iv) Use of high horse power electric locomotives of modern design.
- (v) Movement of bulk commodities in block rakes.
- (vi) Introduction of intercity trains.

(vii) Containerisation of general goods traffic.

Out of 157 recommendations made by the Railway Reforms Committee in Part II Report on "Transportation" 77 recommendations have been finalised and the remaining are under examination by the Government. Introduction of technological inputs and managerial innovations is a continuous process. During the VIth Plan it is proposed to phase out 1856 steam locomotives and electrify 2300 route kilometres of track. We have introduced additional intercity passenger trains both on broad gauge and metre gauge.

Procurement action for 20 Nos. High Power Electric Locomotives of modern design has already been initiated. Bulk commodities like, coal, iron-ore, fertilisers, cement, food-grains and POL are being carried in block rakes.

With a view to maximise utilisation of available track capacity, it is proposed to move coal, iron-ore, fertilisers, cement, foodgrains, POL, chemicals, etc. etc. in specially designed bogie wagons with very high weight to tare ratio. It is also proposed to introduce computers in large measures to improve freight as well as passenger operations and to make maximum use of available rolling stock with improved turn-round. Containerisation on a large scale will be attempted to bring down terminal problems and simultaneously cut down on pilferage and handling losses. Power users etc. are already being asked to consider going over to bottom discharge wagons so that one of the main bulk users of wagons could be converted over to "merry-go-round" type of service which will pay rich dividends by cutting down wastage of power and improved turn-round of wagons.

Simultaneously, staff will be specially trained to cope with the new level of thinking in terms of utilisation of computers and all other modern aids which go to improve operations on the Railways.

SHRI HARI SHANKAR BHARA: Mr. Chairmān, Sir, in my question, I have tried to be specific in part (c). That is: What progress has been made in this regard during the last one year and what is the proposed programme for the current year and for the next year? He has given no reply to this part which I actually wanted to know from him. Now, he has given a general reply in which he has stated that 77 recommendations have been finalised by him. I would request you, Sir, to order the Minister to table all the 77 recommendations in the House which they have finalised. However, Sir, from whatever replies he has given, I want to know some specific points. My questions are very specific.

Well, Sir, you accepted so many recommendations of the Railway Reforms Committee. I want to know regarding the steam locomotives first. You have said that during the Sixth Plan, it is proposed to phase out 1856 steam locomotives. Now, what are you going to propose for the employees who will be debarred after the abolition of these steam engines and the employees in the workshops? What plans have you framed to rehabilitate those employees, those drivers and others who will be out of work because of the phasing out of these steam engines?

Secondly, you have also introduced additional intercity passenger trains. What do you mean by intercity passenger trains? Does it mean only trains going in between Delhi and other States or intercities in all the States? For example, I may say that in Rajasthan, there is no train to link Jaipur and Jodhpur, Jaipur and Udaipur, Jaipur and Bikaner, Jaipur and Ajmer and Jaipur and Kota. I understand that this must be the meaning of your intercity passenger trains. But there is not a single train running between these big cities of that State. Similar may be the case with other States also. So, what are you going to propose about the intercity passenger

trains? And what programme you have chalked out for that? (*Interruption*) Let me complete. It is based on your reply.

MR. CHAIRMAN: Let it be bit by bit.

SHRI HARI SHANKAR BHARA: I am simply asking questions on the reply which he has given; I am not framing any fresh question. I am pointing out certain things which he has mentioned in his reply. Again, you are complaining of paucity of funds day in and day out. And I want to ask you one thing. You are having 3,50,000 four-wheeler wagons lying idle. And also according to the Report of the Committee, you are not going to use them because of the 8-wheeler box wagons which you are using. So, what are you going to do with these four-wheeler wagons? Are you getting fresh supplies or you have stopped them? Are you going to dispose of them so that you can get some money out of that? If you stop steam engines immediately and if you stop those workshops, you will get crores of rupees by selling the land in big cities which your workshops are occupying. You can have money out of that stock also. But have you the courage to take that stand? Now, what are you going to do about the 8-wheelers? And you are using box wagons also. How many wagons are you proposing to introduce in the Railways in the coming few years? Similarly, you say that locomotion of a modern design has already been initiated. What do you mean by initiated? Have you ordered manufacture of such locomotion? Do you want that these locomotives should be manufactured in India by you? If it is so, in what period of time you will be able to get the locomotives out of such new construction? Similarly, about this coach utilisation ...

MR. CHAIRMAN: I know but you are piling up so many questions.

SHRI HARI SHANKAR BHARA: This is in their reply, Sir.

They say that their coach utilisation is only 37 per cent and every single coach is used only for 8½ hours out of 24 hours. What is the use of it? It is well known that the maintenance of the coaches is very poor, so the excuse that we are to maintain the coaches during this period will be blame one. Everybody knows that the maintenance of the coaches is poor. Neither there is electricity nor are the fans in working condition nor is there any cleanliness. Everything is in mess. Therefore, it is useless to keep them idle for 16 hours. Why don't you use them so that you can carry more passengers? These are my questions, which the hon. Minister may reply.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Mr. Chairman, Sir, out of 157 recommendations made in Part II of the Report, 77 have been finalised. Finalised means, we have accepted or rejected them and we are going to implement the accepted ones. When I say, we are going to implement them, I do not mean that one fine morning everything will be implemented. We have to implement them in a phased manner. We are determined to implement them in a phased manner. With regard to his desire of placing the list of recommendations on the Table of the House, I will do that. There is no problem about that. Now, he has asked me certain questions about . . .

MR. CHAIRMAN: About derelict engines, derelict coaches, about box coaches, box wagons and 8-wheelers.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I am coming to them, Mr Chairman, one by one because he has asked so many things in one question. It is very difficult to remember all of them. Regarding phasing out steam traction during the Sixth Plan, it is proposed to phase out 1856 steam locomotives. By the end of the Plan we will be having about six thousand steam locomotives which will be phased out during the coming plan. So, I have said that it will be done in a phased manner. It

cannot be just possible to do it overnight.

SHRI HARI SHANKAR BHABHA: Three years have already passed.

MR. CHAIRMAN: He wants them phased out by tomorrow.

SHRI A. B. A. GHANI KHAN CHAUDHURI: That unfortunately cannot be done. You see, when we say that we have accepted the recommendations of the Railway Reforms Committee, we have accepted them and we will do that in a phased manner. Now, with regard to the employees, the answer is that there is no question of retrenchment. We will train them in other spheres like diesel locomotives and electric locomotives. We will train them in other types of engines. There will be no retrenchment here. That is our policy. So, he need not unnecessarily worry about that. Now, with regard to the introduction of the inter-city trains, well, again I say this Mr. Chairman, Sir, that this is to be done in a phased manner. Sixty-one inter-city trains have been introduced in the year 1983. Well, I would have been the happiest person if I could have done 161 trains. But that was not possible for various limitations. But we are going to introduce, as suggested by the Railway Reforms Committee, the inter-city trains. That means, we will give priority to train services between one capital city to the other big business cities etc. As already announced by me at the Consultative Committee, we have taken a policy decision to have inter-city trains between Delhi and State capitals and within the State, between the State capital and other important business and industrial centres. This is our policy and we are going to pursue it vigorously.

Then about the use of high horsepower electric locomotives, 20 such locomotives are being imported so that the best one can be selected for manufacture under licence in this country. The whole purpose is to

import new technology, and for that we have got the money from the World Bank and as per their procedure, there will be tenders and whoever is the lowest and the best, we have to select that. And we have pointed out that there will be a condition that not only these 20 high horsepower electric locomotives will be imported, but they must come to an understanding with the indigenous suppliers for import of the engines that we require in due course.

Then he asked about better use of 8-wheeler bogie wagons.

MR. CHAIRMAN: What he said was that 4-wheelers are lying idle there. Are you going to sell them or convert them?

SHRI A. B. A. GHANI KHAN CHAUDHURI: This has been accepted and is being followed. Normally, coal, iron and other ores, cement, foodgrains, raw materials for steel plants and finished products from the steel plants are moved by these wagons. So question of selling all these wagons does not arise. The question of scrapping them also does not arise at the present moment. I do not remember the other questions. He asked many questions.

SHRI HARI SHANKAR BHABHA: My second question.

MR. CHAIRMAN: Does something still remain?

SHRI HARI SHANKAR BHABHA: I will ask one very small question. So that he does not forget. I appreciate the courage of the hon. Minister.

MR. CHAIRMAN: He has done very well.

SHRI HARI SHANKAR BHABHA: But he is helpless and is in a pitiable condition. Of course, my second question is about punctuality of the trains. It has been recommended that a train should be considered as punctual if it starts at right time, reaches all its scheduled halts punctually and arrives at the

destination on time. Are you going to follow this recommendation, and whether it is still followed because we have seen that generally trains which are punctual at the time of reaching destination, may be late between the halts and the passengers have to face difficulty?

SHRI A. B. A. GHANI KHAN CHAUDHURI: We want to follow what actually punctuality means, and the Railway Reforms Committee has been very categorical on this. At the present moment, I can only say that things have improved punctuality was very bad in the railways but at the present moment, 70 to 80 per cent punctuality is maintained, and with the passage of time and as we can change the railway tracks, things will be better. But it has to be done in a phased manner.

MR. CHAIRMAN: In many countries, the train are punctual. The only difficulty is that they are always last week's trains.

SHRI JAGDISH PRASAD MATHUR: Sir, my name is there on the list.

MR. CHAIRMAN: Your name is there. Why?

SHRI JAGDISH PRASAD MATHUR: It is the bad luck of the Minister, that my name is there.

स्टेटमेंट में इन्होंने कहा है कि—

"It is also proposed to introduce computers in large measures to improve freight as well as passenger operations and to make maximum use of available rolling stock with improved turn-round."

मैं यह पूछना चाहता हूँ कि अपने कम्प्यूटर्स फ्रेट के लिए या पैसेंजर ट्रेन्स के लिए कहाँ-कहाँ लगाये हैं? क्या प्रोग्राम है और कितने मंशा रहे हैं और कब इसको पूरा कर सकेंगे?

दूसरे आप कहते हैं कि—

"Simultaneously, staff will be specially trained to cope with the

new level of thinking in terms of utilisation of computers..."

आप ट्रेनिंग कहते, मैं समझ जाता, सीधा सी बात को। लेवल आफ थिंकिंग से आपका क्या मतलब है? क्या रेलवे स्टाफ कम्प्यूटर लगाने का विरोध कर रहा है और अगर विरोध कर रहा है, तो आप उनको समझा रहे हैं, घमका रहे हैं या क्या कर रहे हैं? यह जो लेवल आफ थिंकिंग है, इसका आप बता दें कि क्या मतलब है, और आपका कम्प्यूटराइजेशन का प्रोग्राम कितना लम्बा है और अगले वर्ष का क्या है?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Sir, with a view to maximise utilisation of available track capacity, it is proposed to move coal, iron-ore, fertilisers, cement, food-grains, POL, chemicals etc. etc. in specially designed bogie wagons with very high weight to tare ratio. These are all recommendations. It is also proposed to introduce computers in large measures to improve freight as well as passenger operations and to make maximum use of available rolling stock with improved turn round. This is what the hon. Member was asking about.

SHRI JAGDISH PRASAD MATHUR: I have asked you about the programme. How many computers you have already installed?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Containerisation on a large scale will be attempted to bring down terminal problems and simultaneously put down on pilferage and handling losses.

MR. CHAIRMAN:; What he wants to know, Mr. Minister, is, has any beginning been made?

SHRI A. B. A. GHANI KHAN CHAUDHURI: As I said, we have accepted this recommendation and this will be done in a phased manner.

SHRI JAGDISH PRASAD MATHUR: When?

SHRI A. B. A. GHANI KHAN CHAUDHURI: We have not yet started computerisation. But we will shortly start computerisation on the Railways. We will first do it in a selected way and then we will go on in a big way because we have to carry with us our trade union friends.

SHRI JAGDISH PRASAD MATHUR: My question has not been answered I had asked, what is the programme for next year? Have you selected or have you been able to identify the spots where you are going to use them and secondly, when you say... staff will be specially trained to cope with the new level of thinking. What do you mean by this?

MR. CHAIRMAN: Leave of training.

SHRI JAGDISH PRASAD MATHUR: This is 'Thinking' not 'training'. What does he mean when he says to cope with the new level of thinking?

SHRI A. B. A. GHANI KHAN CHAUDHURI: It is very difficult to give a date, by what date we are going to introduce computerisation. Our programme in the Sixth Five-Year Plan is to introduce computerisation in Delhi, Calcutta and a number of other places.

SHRI JAGDISH PRASAD MATHUR: My question has still not been answered. When he says... 'staff will be specially trained to cope with the new level of thinking...', does he means to say that there is resistance from the staff and if there is such a resistance, what is he going to do about it?

MR. CHAIRMAN: You have got the meaning when he said 'our trade union friends are to be taken with us'. This is the level of thinking.

SHRI JAGDISH PRASAD MATHUR: This is resistance.

PROF. B. RAMACHANDRA RAO: When we are discussing about the technological inputs for 2,000 AD and the Railways are expected to carry

quite a lot, in that context, I would like to ask four questions. One is, whether any action has been taken to stabilise the passenger compartments so that we can travel comfortably when compared to the trains in the Western countries? Secondly, a large number of accidents are occurring because of axle heating. Very many times I have seen a number of bogies catching fire. There is a technology available, called infra-red detectors. Is the Ministry taking steps to introduce the infra-red detectors at selected places to avoid such accidents?

My third question is, in the next two or three decades, it is likely that super fast conducting magnet floating railways are coming into vogue. Experiments are taking place. Are the Railway research laboratories doing any research work, any designing or developing work on these floating trains using super conducting magnets?

The last point that I would like to ask is, the railway research laboratories are not inter-acing or having any inputs other scientific laboratories, like the CSIR or the University Laboratories. They are carrying out their work in isolation. Will the Railway Ministry take steps to see that the scientific inputs from the CSIR laboratories and various other University Laboratories are fed into the railway research laboratories to have better research output.

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Mr. Chairman, Sir, why should we deviate from the original question? What was the question?

**MR. CHAIRMAN:** He is talking of the two thousand years. He is wanting to know what you will do by that time.

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** I am not an encyclopedia to tell him everything he wants. Whatever arises from this question I am prepared to answer.

**MR. CHAIRMAN:** I think there is just time to have one more question.

**श्री जनदम्बी प्रसाद यादव :** मेरा भी एक छोटा सा प्रश्न है।

**SHRI NIRMAL CHATTERJEE:** I would draw his attention to the Railway Reforms Committee and also to the Public Accounts Committee recommendations. He has said that the steam locomotives would be retired and the reference is to 2,000 A.D. As far as we are aware, in the International Railway Journal of June, 1982 it has been published and also have drawn the attention of the Chairman of the Railway Board, his predecessor, in the PAC that a new steam locomotive has been introduced which has a drawbar efficiency of 6 while the diesel locomotives have an efficiency of 22. In Argentina they have a steam locomotive whose efficiency is 12. In the United States they have already brought out one whose drawbar efficiency is 18. A container is used for coal which eliminates pollution and for one thousand kilometres you just have to carry one container and that replace the container and do nothing else. He is referring to 2,000 A.D. Have they in their perspective plan, any research proposal for introducing steam locomotives of this new design, in place of diesel locomotives which would be cost effective as well as consistent with our coal resources?

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Mr. Chairman, Sir, I think these matters must have cropped up in the Railway Reforms Committee. We have rightly or wrongly, and I do say very rightly, accepted the recommendations of the Railway Reforms Committee.

**SHRI NIRMAL CHATTERJEE:** Have you got the recommendations of the Public Accounts Committee?

**MR. CHAIRMAN:** You are talking as if we are in 3,000 A.D. We are in India in the present century. So

let us wait till then. (Interruptions).  
Now please sit down. You actually asked the question without a ticket.

श्री जगदम्बी प्रसाद यादव : पूर्व रेलवे में जमालपुर वर्कशॉप है जहाँ पर लोकोमोटिव इंजन को मरम्मत होता है। आज लोकोमोटिव इंजनों को कमो होने के कारण वहाँ मरम्मत का काम भी कम हो रहा है। अभी बतलाया गया है कि जो लोग इंप्लायड हैं उन को न निकालने की नीति है लेकिन जो इम्प्लायमेंट मोटिवेशन है वह क्या वहाँ लागू करेंगे। मैं जानना चाहता हूँ कि लोकोमोटिव ज्यों ज्यों खत्म करेंगे, जमालपुर का कारखाना खत्म होता जायेगा तो उसके बदले में दूसरा क्या काम उन को देना चाहते हैं?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Well, I have said that these people will be trained and there would be no retrenchment. The question of retrenchment does not arise.

MR. CHAIRMAN: And also Jamshedpur yard is not in the question. That way there are 10,000 yards and if we being with all the yards... (Interruptions).

श्री जगदम्बी प्रसाद यादव : वहाँ पर वर्कशॉप है और जब लोकोमोटिव इंजन ही समाप्त हो जाएंगे तो वर्कशॉप क्या करेंगी ?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Sir, this does not arise out of this question. How on earth can I reply to such questions?

MR. CHAIRMAN: I know. I must say that these are like travelling without tickets. Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### Priority for the movement of raw materials for irrigation projects

\*143. SHRI K. CHATHUNNI MASTER: Will the Minister of IRRIGATION be pleased to state:

(a) whether it is a fact that movement of raw materials for irrigation projects was not given high priority by the railways;

(b) if so, what are the reasons therefor;

(c) whether some improvement in the priority is expected in view of delay in almost all irrigation projects causing serious setback to economic and development activities; and

(d) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI RAM NIWAS MIRDHA): (a) to (d) The priorities to be accorded for transport by Railways are decided at the National Level, after considering the relative needs of the country in this regard. For transport of material required for irrigation projects such as cement, Steel, the Railways have accorded priority next to items needed for Defence and transport of food-grains, fertilisers etc.

### माल की दुलाई

\*145. श्री सुशील चन्द महन्त :

डा० मदन मोहन सिंह सिद्धू :

क्या रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या यह सच है कि माल की दुलाई में अस्थिरता के कारण रेलवे विभाग को भारी हानि उठानी पड़ रही है,

(ख) यदि हाँ, तो उसका ब्योरा क्या है ; और