

**SHRI DINESH GOSWAMI:** He has not answered my question. (Interruptions).

**DR. BHAI MAHAVIR:** Sir, I am trying to carry the question further. The hon. Minister has talked about General Managers. We know that General Managers can come from traffic, mechanical side, civil engineering and from staff side, i.e. any of these departments. Now, is it a fact that even in regard to this, there is tussle going on between them, regarding inter-departmental seniority? As a result, there is no seniority list which could be referred to for the purpose of finding out who happens to be the senior-most among the people who are eligible for the post of General Managers. Sir, about 8 posts of General Managers are lying vacant presently in the Railway Administration and even an important zone as the Northern Railway is manned presently by an Additional General Manager because for six or seven months, the file has been moving like a shuttle cock from place to place and we have not been able to take a decision on this matter. Will the hon. Minister tell us what the position is?

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** I do not know from where the hon. Member has got this information. The basic fact is, we have mechanical people, we have civil engineers and we have also traffic people. Because of this it so happens sometimes that majority of the people come from the traffic side. This differs from year to year according to seniority. This year, most of the people who have already taken charge come from the mechanical engineering side. Now there are two claims, one from traffic side and the other from civil engineering side. This is under our consideration.

**DR. BHAI MAHAVIR:** Sir, I seek your protection. I asked if there was a published inter se seniority list, inter-departmental seniority list, and whether 8 posts of General Managers were lying vacant in the Railway administration.

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Yes, there is a list, and on that list we work. Obviously, the traffic people, they may have the seniority, but then they try to represent their case. There is nothing wrong in representing a particular case.

**MR. CHAIRMAN:** Are there 8 vacancies?

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** I do not remember it exactly, but I think we have already filled up four. Other two—I am talking of the open line. I do not know about the rest—are going to be filled up soon.

**DR. BHAI MAHAVIR:** That is not the answer. There is no published list.

**MR. CHAIRMAN:** If it is not correct, he will correct it.

**SHRI SYED SHAHABUDDIN:** He will never correct it.

### Punctuality of Passenger Trains

\*404. **SHRI HARISHANKAR**

**BHABHRA:†**

**SHRI KALRAJ MISHRA:**

Will the Minister of RAILWAYS be pleased to state what is the punctuality index, quarterwise of the passenger trains in each of the last two years and in the current year in various Railway Zones?

**THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI):** A statement is laid on the Table of the Sabha.

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

## Statement

The punctuality percentage of All passenger carrying Trains (Not losing times on various Zonal Railways during the period Jan. 1981 to June 1983 (Quarter-wise) is as under :—

## Broad Gauge

Railway	Quarter	Punctuality percentage		
		1981	1982	1983
Central :	Jan.—Mar.	88.5	81.4	96.6
	Apr.—June	84.9	82.4	88.4
	July—Sept.	80.9	87.1	—
	Oct.—Dec.	81.8	88.5	—
Eastern :	Jan.—Mar.	84.0	80.2	63.0
	Apr. June.	84.4	73.8	63.3
	July—Sept.	82.0	74.7	—
	Oct.—Dec.	84.3	64.4	—
Northern :	Jan.—Mar.	87.1	84.6	82.1
	Apr.—June	87.5	82.7	84.1
	July—Sept.	87.4	85.8	—
	Oct.—Dec.	84.3	84.2	—
N.E. Rly. :	Jan.—Mar.	88.5	60.2	70.6
	Apr.—June	59.1	66.9	74.7
	July Sept.	57.4	71.3	—
	Oct.—Dec.	55.6	77.6	—
N.F. :	Jan.—Mar.	64.8	63.9	60.8
	Apr.—June	67.9	60.9	66.2
	July—Sept.	65.2	56.7	—
	Oct.—Dec.	70.6	54.8	—
Southern :	Jan.—Mar.	90.6	92.5	96.6
	Apr. June	90.7	94.5	94
	July—Sept.	91.3	95.4	—
	Oct.—Dec.	93.1	96.0	—
South Central :	Jan.—Mar.	90.5	94.3	96.2
	Apr.—June	87.6	95.0	95.0
	July—Sept.	92.4	96.2	—
	Oct.—Dec.	93.0	96.6	—

Railway]	Quarter	Punctuality percentage		
		1981	1982	1983
S.E. :	Jan.—Mar.	95.2	95.4	93.0
	Apr.—June	95.6	93.7	93.2
	July—Sept.	95.6	91.1	—
	Oct.—Dec.	95.7	93.3	—
Western :	Jan.—Mar.	95.6	95.0	96.8
	Apr.—June	93.6	95.3	93.9
	July—Sept.	94.1	94.4	—
	Oct.—Dec.	93.9	94.5	—
Metro Gauge				
Northern :	Jan.—Mar.	91.1	94.6	94.7
	Apr.—June	94.3	95.4	94.5
	July—Sept.	94.4	94.0	—
	Oct.—Dec.	95.0	95.4	—
N.E. Rly :	Jan.—Mar.	72.5	56.2	67.5
	Apr.—June	66.8	58.3	73.5
	July—Sept.	65.6	58.5	—
	Oct.—Dec.	64.4	67.3	—
N.F. :	Jan.—Mar.	80.5	71.5	67.1
	Apr.—June	82.0	69.3	78.0
	July—Sept.	77.9	75.6	—
	Oct.—Dec.	76.4	77.1	—
Southern :	Jan.—Mar.	95.0	94.3	96.4
	Apr.—June	95.5	93.2	94.8
	July—Sept.	95.1	94.7	—
	Oct.—Dec.	93.9	95.3	—
South Central :	Jan.—Mar.	90.5	94.0	95.3
	Apr.—June	88.9	92.9	93.7
	July—Sept.	91.5	95.5	—
	Oct.—Dec.	93.2	95.1	—
Western :	Jan.—Mar.	89.9	92.2	94.9
	Apr.—June	87.4	90.7	92.4
	July—Sept.	87.1	91.4	—
	Oct.—Dec.	90.3	94.2	—

**SHRI HARI SHANKAR BHABHRA:** The statement laid by the hon. Minister shows that in 1983 there has been no improvement in general in the punctuality performance so far as broad gauge is concerned, and in some cases in metre gauge also. I would like to ask the hon. Minister whether he would clarify that after having accepted the recommendation of the Railway Reforms Committee in which while calculating the punctuality performance they have to keep in view each stoppage of the train, these figures have been taken into consideration while calculating the punctuality performance. Are the calculations made in accordance with the recommendations of the Railway Reforms Committee, or have they been made on the basis of the old pattern?

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Sir, the punctuality percentage of metre gauge trains during the current year has improved as compared to the last year, but the performance of broad gauge trains has remained at almost the same level. Punctuality of mail/express trains which are monitored by us; there is some improvement as compared to the last year. In January 1982 it was 85.1 per cent and in 1983 it was 85.2 per cent. In February 1982 it was 82.1 per cent and in February 1983 the percentage is 90.1. In July 1982 it was 89.2 per cent and in July 1983 the percentage was 89.5. Now if we study the causes why punctuality cannot be maintained, it is mainly because of the activities of the anti-social elements. This is mainly because of alarm-chain pulling, hose-pipe disconnection, miscreant activities, accidents, and natural causes like storms, rains, foggy weather, etc.

**SHRI HARI SHANKAR BHABHRA:** I want to seek your protection. You have yourself heard the reply. This was not my question. My question was very simple whether he

has calculated the punctuality performance in accordance with the recommendations of the Railway Reforms Committee.

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Railway Reforms Committee's recommendation about punctuality is under our consideration. It is connected with so many things.

**MR. CHAIRMAN:** When you get the calculations made, you can give them to the Members by putting them on the Table of the House. As I can see, the punctuality has remained practically the same except in two railways, North Eastern and N.F. Railways. Otherwise it has remained practically the same. 2 per cent this way or that way makes very little impact. But the method of calculation, Mr. Bhabhra says you get it done that way and supply the figures.

**SHRI HARI SHANKAR BHABHRA:** On this point, Sir, I asked a supplementary the other day and the Minister informed the House that he had accepted 77 recommendations of the Railway Reforms Committee, out of which this was pinpointed by me and he said that he had accepted this recommendation.

**MR. CHAIRMAN:** But he has to calculate. This is not a small thing. This will have to be computerised to find out what the punctuality is.

**SHRI HARI SHANKAR BHABHRA:** Unless and until they accept the recommendation and on that basis calculate it. . .

**MR. CHAIRMAN:** Have you accepted it? Are you going to do the calculation on the basis of the Railway Reforms Committee's suggestions?

**(SHRI A. B. A. GHANI KHAN CHAUDHURI:** Yes, Sir. This is under our consideration and we are trying to take a decision.

**SHRI HARI SHANKAR BHABHRA:** My second supplementary is this. They are running super-fast trains and charging extra money

for such trains. I would like to ask the hon. Minister whether he is going to consider this suggestion that if a super-fast train comes late by more than an hour, the extra money which has been charged as super-fast train charge will be refunded to the passengers at the terminal station.

MR. CHAIRMAN: Mr. Bhabhra, you have only to pull the chain six times and get the refund. It is a problematic question.

SHRI HARI SHANKAR BHABHRA: Everywhere it is being done. Well, they are charging extra money for super-fast trains because such trains will reach in time, according to them. If such a train comes more than one hour late, then naturally the money should have been refunded.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Mr. Chairman, Sir, our infra-structural deficiency is there. Under this infrastructural deficiency, nobody will say that no train will be ever late. May be, we will try to avoid and see that the train does not get delayed punctuality is maintained and it reaches in time. All that we will try. But nobody can vouch-safe under the present circumstances while the infrastructural deficiency is so much.

श्री कलराज मिश्र : सभापति महोदय, अभी बताया गया कि सुपर फास्ट ट्रेन्स की चेन-पुलिंग होती है इस कारण से लेट हो जाती हैं लेकिन मेरा तो अनुभव है और अनेक दूसरे लोगों का भी अनुभव है कि सुपर फास्ट ट्रेन्स दिल्ली जैसे स्थान पर बाहर सिगनल न मिलने के कारण 15-15, 20-20 मिनट तक खड़ी रहती हैं। ऐसे ही अनेक स्टेशन्स के पहले सुपर फास्ट ट्रेन्स खड़ी रहती हैं। इसलिए उनके लेट होने का यह भी कारण रहता है। इसलिए मैं इससे सहमत नहीं हूँ कि चेन-पुलिंग ही उसका प्रमुख कारण है।

श्रीमन, मैं यह कहना चाहता हूँ कि अभी जो आंकड़े दिये गये हैं, पूर्व रेलवे के बारे में बताया गया है कि इसमें लगातार समय की पाबंदी में कमी हुई है और ट्रेन्स समय से नहीं चली हैं उसमें ह्रास हुआ है। उसके कारण के बारे में मंत्री महोदय ने यह बताया कि चेन-पुलिंग होती है और असामाजिक तत्व घुसकर अनेक प्रकार से परेशान करते हैं तथा अन्य सारी दिक्कतों के बारे में उन्होंने बताया। मैं सवाल यह करना चाहता था कि उस सम्बन्ध में रेलवे मंत्रालय की तरफ से या विभाग की तरफ से क्या कार्यवाही की गयी जिसके आधार पर समय की पाबन्दी व्यवस्थित हो सके। इस सम्बन्ध में रेल मंत्री जी बतायें तो ज्यादा अच्छा होगा।

MR. CHAIRMAN: What other precautions have you taken?

SHRI A. B. A. GHANI KHAN CHAUDHURI: We have been trying to write to the Chief Ministers because this is a law and order problem and we cannot do anything ourselves. We have written to the Chief Ministers; we are trying to secure their help. Wherever we get their help, we can maintain punctuality. Wherever we cannot get their help, we cannot maintain punctuality.

श्री शरीफुद्दीन शरिफ : उनको कहां चीफ मिनिस्टर से मदद मिली और कहां-कहां नहीं मिली ?

[شہو شراف الدین شارق—اُن کو

کہاں کہاں سے مدد ملی اور

کہاں کہاں نہیں ملی ؟]

श्री कलराज मिश्र : जो रेल विभाग की तरफ से विलम्ब किया जाता है उसके बारे में क्या है ? जैसा हमने बताया कि सुपर फास्ट ट्रेन्स आकर सकी हुई

हैं। सिग्नल नहीं मिल रहा है, तो यह बतायें कि समय से ट्रेन आने जाने पर भी उसकी क्यों नहीं पूर्ण व्यवस्था की जाती है ? दिल्ली तथा लखनऊ जैसे स्थान पर (व्यवधान).... सकती हैं। आधे-आधे घंटे तक खड़ी रहती हैं।

श्री सभापति : आप चाहते क्या हैं ? सिग्नल मिले या न मिले ट्रेनें चलाई जायें ?

श्री कलराज मिश्र : मैं सदन के माध्यम से इस बात को इस लिये ज्यादा जोर दे कर कह रहा हूँ कि इनफोशियेंसी के कारण इस प्रकार की सारी चीजें हो रही हैं और मैं जानना चाहता हूँ कि इस संबंध में मंत्री जी क्या कर रहे हैं। मेरा सवाल इसी संबंध में था। मैं यह नहीं चाहता कि भले ही सिग्नल न मिले लेकिन ट्रेन घुसा दो। (व्यवधान)

SHRI HARI SHANKAR BHABHARA: Indian Railways are doing that.

SHRI A. B. A. GHANI KHAN CHAUDHURI: The hon. Member is talking about certain cases where, probably, railwaymen may be at fault. If that is the case, things are investigated and we take action against them. I can't say more than this at this stage.

श्री प्यारेलाल खंडेलवाल : बिना सिग्नल के भी ट्रेन घुस जाती है कई बार।

SHRI DINESH GOSWAMI: Sir, is it not a fact that the railway administration has rescheduled the timings of trains in the recent past, increasing time of almost every fast train? For example, the Rajdhani used to leave at 6.00 for Calcutta and arrive there at 11.00. Now, probably, it leaves at 5.00 and arrives there at 11.00. The Tinsukia Mail used to leave at 10.00 and arrive at 7.30. Now the timing has been rescheduled and it leaves at 6.00, thus increasing the time by four hours.

But, even then, the trains are not arriving punctually, which means that the correlative figures which have been given here have really no relation to the facts because now they take more time. For a train which used to go in 36 hours, now you have 40 hours at your disposal but, even then the trains are running late and, therefore, the punctuality percentage will be much more if you compare the time that a train used to take last year with the time that a train is taking this year, after the changes.

MR. CHAIRMAN: He wants to know the differential.

DR. BHAI MAHAVIR: If super-fast trains are late, the excess fare should be refunded... (Interruptions).

SHRI A. B. A. GHANI KHAN CHAUDHURI: Mr. Chairman, Sir, the hon. Member is aware that our track is very bad.

SHRI SURESH KALMADI: A new dimension!

SHRI A. B. A. GHANI KHAN CHAUDHURI: All the time we cannot maintain the track the way it should be maintained. That is why, for safety reasons, sometimes we slow down, and I have given you the reasons why the trains are late.

SHRI DINESH GOSWAMI: Sir, my question has not been answered. You have given a comparative figure for 1981 and 1982. When you increase your time by four hours, if you stick to the same comparative figure, it does not mean anything. Therefore, is it not a fact that if you compare the time taken in 1981 with the time taken in 1982, then the time taken in 1982 is much more and, therefore, the figures given are artificial ones?

MR. CHAIRMAN: This is percentage of punctuality. The percentage of punctuality will be calculated on the time which is allowed for the train to reach... (Interruptions).

**SHRI SHRIDHAR WASUDEO DHABE:** By increasing the time. . . (Interruptions).

**MR. CHAIRMAN:** Mathematically...

**SHRI DINESH GOSWAMI:** I am not disputing the mathematical accuracy, but what I am saying is that the comparison is an unreal one in the sense that if you take the time taken by a train last year and this year. . .

**MR. CHAIRMAN:** The percentage is in the running. This percentage is not compared with another percentage of another year. You are getting a wrong impression.

**SHRI DINESH GOSWAMI:** The mathematical calculation is correct, but what I am saying is that the comparison gives us an impression as if there is an improvement in the running, which is misleading in the sense that the railway is taking four more hours now... (Interruptions).

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Mr. Chairman, Sir, I do not know why the hon. Member is so annoyed with Rajdhani.

**SHRI DINESH GOSWAMI:** I am not annoyed. I am asking for facts.

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** The punctuality of Rajdhani has greatly improved.

**SHRI DINESH GOSWAMI:** That is not the answer.

**MR. CHAIRMAN:** What he is saying is, have you increased the time of arrival for the Rajdhani Express? (Interruptions).

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** That we do for very many reasons, and I have told you what the result is. As you know well, if there is a bad track, we have to take some more time.

**MR. CHAIRMAN:** Mr. Minister, punctuality, according to him, loses its meaning if instead of taking one day you take ten days!

**SHRI DINESH GOSWAMI:** That is precisely what I say.

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** No, Mr. Chairman, the sanctity of punctuality in respect of timings, as we understand it, has to be given effect to. There is no other meaning of it.

**MR. CHAIRMAN:** That is what I pointed out to the hon. Member.

Last question. Mr. Mathur.

**श्री जगदीश प्रसाद माथुर :** आपने जवाब देते हुए कहा है कि सुपर फास्ट ट्रेन्स के समय पर पहुंचने की गारन्टी मंत्री महोदय नहीं ले सकते हैं। जब यह स्थिति है तो What is the rationale of extra charge for super fast trains? And would you considering the abolition of the charge, because there seems to be no rationale? If you can guarantee to the House that the super fast trains will run on time, there is some rationale. But, if you do not guarantee it, what is the rationale to have the super fast charge; and would you consider abolishing it?

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Sir, the question does not arise. I gave three slogans: safety, security, and punctuality.

**AN HON. MEMBER:** What do you mean by slogans?

**SHRI A. B. A. GHANI KHAN CHAUDHURI:** Safety has been achieved to a great extent; security we have achieved a great deal; what we have not achieved or where it is not up to the mark is punctuality. I am confident that we will achieve that also.

**SHRI JAGDISH PRASAD MATHUR:** Sir, I asked whether he will consider the abolition of the super fast charge.

**श्री समापति :** सुपर चार्ज है तो सुपर फास्ट ट्रेन पहुंच ही जाती है।

श्री जगदीश प्रसाद माथुर : क्या उस चार्ज को प्रबोलीश करेंगे क्योंकि आप गारंटी नहीं कर सकते ट्रेन के समय पर पहुंचने की ?

MR. CHAIRMAN: I think this is too problematic. Question No. 405.

#### Expenditure on Health Care Schemes

\*405. MISS SAROJ KHAPARDE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state;

(a) the per capita expenditure on health care schemes in urban and rural areas, separately;

(b) the percentage of rural population covered under various health schemes launched so far by the Central Government;

(c) the percentage of rural population which has been covered so far by primary health centres;

(d) by when all the villages in the country are proposed to be covered by primary health centres;

(e) the steps taken or proposed to be taken to strengthen the primary health centres with medical staff and medical equipment; and

(f) what is the sanctioned staff and equipment and medicines in one primary health centre?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (f) A Statement is laid on the Table of the House.

#### Statement

(a) to (f) Per capita Government expenditure on Health and Family Planning Services for the year 1978-79 was Rs. 19.08. The expenditure figures for urban and rural areas are not separately maintained as the expenditure is booked according to the head of expenditure. This does not include the expenditure incurred on health services by various Ministries/ Departments of the Government, like Ministry of Defence, Ministry of Railways, Ministry of Labour, Posts and Telegraphs, etc.

The health services in rural areas at present are provided by State Governments/UTs through (i) trained Dais and Health Guides at village level, (ii) Sub-Centres with a male and female multipurpose worker, (iii) Subsidiary Health Centres and Primary Health Centres, besides a large number of rural dispensaries. Specialised service to rural population are provided by upgraded PHCs/Community Health Centres, district, regional medical college and about specialised hospitals.

With a view to strengthen the Rural Health Care Delivery System, it is proposed to have one Primary Health Centre for every 30,000 population in general and 20,000 population in tribal and hill areas in phased manner. Establishment of PHCs basically is a State Sector Minimum Needs Programme Scheme. However, in order to meet the requirement of trained personnel in rural areas (which include the PHCs) Government of India has agreed to meet the training cost of all such personnel. The medical equipment required at PHCs is also being provided by Government of India from UNICEF assistances. This is further supplemented by providing funds by Department of Family Welfare for purchase of equipment required for sterilisation and M.T.P.