

RAJYA SABHA

Monday, the 8th May, 1978/the 18th
Vaisakha, 1900 (Saka)

The House met at eleven of the
lock.

Mr. Chairman in the Chair.

ANSWERS TO QUESTIONS

Abolising of Saloon cars

271. SHRI DEVENDRA NATH
DWIVEDI: †

SHRI RISHI KUMAR
MISHRA;

SHRIMATI AMBIKA SONI:

Will the Minister of RAILWAYS be pleased to state whether Government propose to abolish the facility of saloon cars in the railways?

THE MINISTER OF RAILWAYS (PROF. MADHU DANAVATE): No, Sir. However, instructions have been issued that the Inspection Carriages, which are generally referred to as saloons, should be used only for functional purposes and to places where suitable accommodation is not available. It has also been decided not to manufacture inspection carriages on any account. Therefore, the existing numbers will not increase any further, but will come down as and when some old unserviceable stock are condemned without replacement.

SHRI DEVENDRA NATH DWIVEDI: Mr. Chairman, I expected that the reply of the Minister would be 'yes'. Knowing Prof. Madhu Danavate and also knowing the repeated demands that he made as a Member of the Lok Sabha for the abolition of the saloons. I thought that he must have taken that decision by now. And there were reports in the newspapers that he had

given some kind of instruction. But his reply has come as a great disappointment to the House. There is nothing more anachronistic in our railway system than the use of saloons by the officers on the plea that they are functional. There is nothing functional about it. Going for family jaunts and travelling like the members of the East India Company is not functional at all. There is nothing functional about it. If there is anything, there is something feudal about it. He has followed in the foot-steps of the previous Ministers. He has probably been taken in for a ride by the members of the Railway Board and he has come to the conclusion that he must keep it.

My point is, it is high time that he gave a definite undertaking to the House that by such and such a date the saloons would be abolished, that they would not be allowed to be used by the very effective and efficient members of the higher echelons of the bureaucracy, and he must also give an undertaking to the House that these saloons will be used either as first class coaches or AC coaches to be used by the ordinary passengers.

PROF. MADHU DANAVATE: Sir, the hon. Members has misunderstood my written answer. I have said that we are not abolishing the system of inspection carriages which are popularly called as saloons. But our instructions have been very categorical. And I can assure the hon. Member to his satisfaction that the inspection carriages—or the saloons—are not to be utilised by any officers while coming to any Conference or to any meetings or for family picnics; they cannot be utilised like this, and they are not being utilised. The specific instruction is that these inspection carriages can only be utilised to go for inspection and that too, for places where there is no provision of accommodation or hotel, out-of-the-way places, forests and hilly places where probably they would not be able to find accommodation. I was myself inspecting the track at Gauhati

†The question was actually asked on the floor of the House by Shri Devendra Nath Dwivedi.

yesterday, the entire broad gauge project. There, I sat at the back seat and inspected all the tracks, all the girders all the bridges. That is very necessary. And I can assure the hon. Member that henceforward either for family picnics or meetings, or even for meetings convened by the Ministers, these saloons will not be utilised. They will be exclusively utilised for inspection purposes for which they are meant. I think this is a drastic change from the past.

SHRI DEVENDRA NATH DWIVEDI

Going to the hills in the summer is a very welcome thing and they will welcome the order of the Minister. My second question is; how many saloons there are in the whole railway system, how much money is spent on the maintenance of these saloons and in case those saloons are converted into first-class or AC coaches how many berths will be provided to the passengers?

PROF. MADHU DANDAVATE: Sir,

I will answer the question in two parts. As far as the total number of saloons is concerned, they are divided into two categories—the 8-wheelers and the 4 and 6 wheelers. As far as the 8-wheelers are concerned, there are 343 of them; and as for 4 and 6 wheelers the number is 658. The total comes to 1,001. I have made it clear, in my answer that as and when these saloons become dilapidated, we are not going to replace them and gradually their number would become less and less. Secondly, as far as the use of berths is concerned, Sir, there is a misunderstanding on the part of some hon. Members from the point of view of the safety operation of the coaches, because the entire body of these coaches—I mean these saloons or inspection carriages—is of wooden structure. If we attach them to fast trains, and if, unfortunately, there is a collision, because there are no anti-telescopic arrangements at the extremity which consist of two pairs of steel which can absorb a shock of 200 tonnes when the collision takes place,

just like a match box the entire saloon will be destroyed and there will be a great loss of life. Therefore, we do not want to take the risk of converting the saloons into first class, air-conditioned class or second class compartments. We will however, utilise them for two purposes. Where they can be attached to slow-moving goods trains or slow-moving passenger trains, they are used as inspection carriages. Then they can also be used as stationary tourist coaches. When some people go to distant places where there is no accommodation available, we shall utilise these wooden compartments as some sort of a stationary hotel, where on normal charges we can get some money and they can be provided with accommodation. That is how we want to rationalise the entire use of these saloons.

SHRI RISHI KUMAR MISHRA:

Will the hon. Minister lay on the Table of the House the instructions that he has issued about the use of these coaches?

PROF. MADHU DANDAVATE: It

Will be a pleasure for me to lay them on the Table of the House. Just now the instructions are not available. Next time, I will lay them on the Table of the House.

श्री नागेश्वर प्रसाद शाही : सभापति महोदय, मंत्री जी ने जो उत्तर दिया है वह तो बहुत ही सही है। लेकिन अनुभव यह बताता है कि नीति और निर्देश का पालन अधिकारीगण अपनी इच्छा के अनुसार करते हैं। मंत्री जी ने बताया कि सैलून अब इंस्पेक्शन कोचेज की तरह से इस्तेमाल होते हैं, यह तो ठीक है लेकिन होता यह है कि जहां किसी अफसर को जाना होता है वहां वह इंस्पेक्शन का परपज दिखला देते हैं, यह अक्सर देखने में आता है। इसलिए मैं मंत्री महोदय से जानना चाहूंगा कि वे कौन से ऐसे प्रकाशंस ले रहे हैं ताकि दूसरे किसी परपज को इंस्पेक्शन का परपज न दिखाया

जा सके। इसके साथ ही मैं यह भी कहना चाहता हूँ कि अगर ऊँचे अधिकारीगण फर्स्ट क्लास में ट्रेवल करें तो उनकी जनरल मुसाफिरो की कठिनाइयों को आभास भी हो जाता है। इसलिए यह लाजमी होना चाहिए कि अधिकारीगण मुसाफिरो के साथ फर्स्ट क्लास और एयर कंडीशन क्लास में ट्रेवल करें तो उनकी सारी तकलीफों का पता लगेगा। तो मैं यह जानना चाहता हूँ आप क्या स्टेप ले रहे हैं ताकि सरकारमेंट करके गवर्नमेंट का ट्रिप इंस्पेक्शन ट्रिप में न दिखाया जा सके ?

प्रो० मधु दण्डवते : श्रीमन्, इस विषय में हमने जो ठोस कदम उठाए हैं उनका स्पष्ट चित्र मैं माननीय सदस्य को दिखाना चाहता हूँ। हमने ऐसे इंतजाम किए हैं कि किसी अधिकारी को इंस्पेक्शन सैलून में अपने काम के लिए जाने से या किसी दर्शन के लिए जाने से कोई आकर्षण नहीं रहेगा। हम लोगों ने यह कानून बना दिया है इंस्पेक्शन केरेजेस जब जांच के लिए जाएंगे तो वे गुड्स ट्रेन, धीमी गति से चलने वाली, पैसेंजर ट्रेन के साथ लगाए जाएंगे। मैं समझता हूँ कि जिनको अपने काम के लिए जाना है कि वे इसे पसंद नहीं करेंगे। हम लोगों ने एक ऐसी लिस्ट का एलान किया है जिसमें यह स्पष्ट है कि 82 पेयर्स आफ एक्सप्रेस या एयर कंडीशन ट्रेनों के साथ यह लग ही नहीं सकते। इसलिए जिनको मजा करने के लिए जाना है वे पैसेंजर ट्रेन के साथ लगवा कर नहीं जाएंगे। हम लोग और भी ठोस कदम उठा रहे हैं जिनका काफी असर हो रहा है।

श्री रामानन्द यादव : मैं मंत्री महोदय से यह जानना चाहता हूँ कि क्या सरकार यह सोचती है कि आर्थिक दृष्टि से आलटूगेदर सैलून सिस्टम को खत्म कर दें जिससे एक करोड़ रुपये की बचत होगी, अगर हाँ; तो क्या सरकार आलटूगेदर सैलून सिस्टम की पालिसी को खत्म कर देने पर विचार करेगी ?

प्रो० मधु दण्डवते : अगर हम सैलून सिस्टम या इंस्पेक्शन केरेजेस की प्रथा को खत्म कर देते हैं तो इंस्पेक्शन करने के लिए ट्रेक इंस्पेक्शन करने के लिए, बिज इंस्पेक्शन करने के लिए, गर्डर इंस्पेक्शन करने के लिए जहाँ हम लोगों को जाना पड़ता है अर्थात् जो टेक्नालोजिस्ट, इंजीनियर्स या दूसरे टेक्नीशस जाते हैं तो जरूरी है कि इंस्पेक्शन केरेजेस रहें उसका गैर इस्तेमाल न रहे। मैंने अपने लिखित जवाब में कहा है कि कोई 1001 सैलून और इंस्पेक्शन बेरिजेस हमारे पास है। ये जैसे जैसे डिलेथिडेड होते जायेंगे उनकी मरम्मत करके हम नयी को चेंज नहीं शुरू करेंगे और इस प्रकार ये आहिस्ता आहिस्ता खत्म होते जायेंगे। इस में हम नयी एडीशन नहीं करेंगे।

तीसरी बात मैं यह बताना चाहता हूँ कि अगर इंस्पेक्शन कोचेज का कन्वर्जन हम किसी अन्य प्रकार की कोचेज में करेंगे तो उसमें इन्टरनल स्टील शेल क्योंकि नहीं होता है इसलिए उसकी सेफ्टी खत्म हो जायेगी। इसलिए हम उसका इस्तेमाल दूसरी गाड़ियों के लिए एयर कंडीशन या फर्स्ट क्लास अथवा सेकेण्ड क्लास में नहीं कर सकते हैं। यह हमारी निश्चित नीति है।

श्री शिव चन्द्र झा : सभापति महोदय, जैसा कि इन्होंने कहा कि इन्होंने अभी सैलून खत्म नहीं किये हैं तो मैं यह जानना चाहता हूँ क्या कोई अवधि इन्होंने निर्धारित की है कि एक साल, दो साल या तीन साल के अन्दर इन सब को हम खत्म कर देंगे और सैलून की व्यवस्था नहीं रहेगी तथा जनरल में ही इंस्पेक्शन वगैरह सब चलेंगे ?

दूसरी बात यह है कि जब हमने समाज में एक वर्ग का ही लक्ष्य रखा है तो यह जो वर्गीकरण है गाड़ियों का फर्स्ट क्लास या सेकेण्ड क्लास तो इसको खत्म करने की क्या अर्थि रखी गयी है ?

प्रो० मधु दण्डवते : श्रीमन्, जो चार और छः मिलर के इंस्पेक्शन कैरिजेज होते हैं वे तो लम्बरी सैलून नहीं होते हैं। ये सारे इंस्पेक्शन के लिए आवश्यक है इसलिए हम इंस्पेक्शन कैरिज खत्म नहीं करना चाहते हैं। इसमें टेकनालाजिकल प्रॉब्लम भी है। इसमें एक्सीडेंट को चेक करना होता है, सेफ्टी के लिए ट्रेक इन्वैस्टिगेशन होता है अतः ये उसके लिए रहेंगे। लेकिन जैसा मैंने पहले बताया कि 1000 की तादाद में हमारे पास जो इंस्पेक्शन कोचेज हैं उसमें हम वृद्धि नहीं कर रहे हैं। आहिस्ता आहिस्ता जब ये डिप्लेटेड कोचेज होते जायेंगे तो वे चलते जायेंगे इसलिए उसमें कोई ज्यादा तब्दीली नहीं होने वाली है।

SHRI KHURSHED ALAM KHAN: Sir, the hon'ble Minister has stated that they have got 343 eight-wheelers and 658 four-wheelers. I also appreciate that he has restricted the use of these inspection coaches to legitimate purposes only. This being so—besides the bodies of these saloons are of composite manufacture—whether the Government would let us know how many saloons out of these 1,001 now available, can be declared as surplus, and if they are surplus whether they would be scrapped as they cannot be gainfully utilised for any other useful purpose.

PROF. MADHU DANDAVATE: No carriages are surplus. But when some coach gets dilapidated these will not be replaced and to that extent the problem will be solved.

SHRI U. R. KRISHNAN: May I know from the hon'ble Minister how many times saloons have so far been used after the new Government has assumed office? Who are the officers and Ministers who have so far utilised them and, if so, how many times?

PROF. MADHU DANDAVATE: As far as Ministers are concerned, we are not encouraging them to travel by

saloons. If the Ministers are prepared to travel by goods trains to which we attach the saloons they may do so. But they would not prefer to do that because it will be a wastage of time.

As far as inspections are concerned, you will find that once a month, there are at least three or four inspections conducted in the different parts of the country and to that extent the frequency of the use of saloons is also exactly the same.

SHRI U. R. KRISHNAN: Who are the officers who have so far utilised these saloons? To that he has not replied.

SHRI LAKSHMANA MAHAPATRO: The hon'ble Minister has said that these inspection carriages cannot be attached to fast trains because the shock absorbing devices are not there and the internal safety will not be that much secure and, therefore, this is not done. Therefore, what he proposes to do is to see that they get dilapidated and then not replaced thereafter. But as far as I know these inspection coaches are attached, on three or four occasions that I have been able to see; they have been tagged on to fast moving trains. This is being done by officers. I do not know whether he has information about it. My question is whether there is any longevity prescribed for these inspection coaches and at that rate how much time will be required for getting these coaches fully abolished.

PROF. MADHU DANDAVATE: Sir, I have quantified my answer by saying that there are 82 pairs of express and mail trains to which attachments of inspection carriages, has been prohibited. Therefore, when we have prescribed 82 pairs, there are still some express and fast trains that are left and so, when to those remainder of trains the coaches were attached, our hon. Member must have seen those coaches. Secondly, I have made it very clear that we do not want to totally abolish the inspection carriages

because we do not want to abolish inspection and we do not want to abolish safety on the tracks.

PROF. RAMLAL PARIKH: Will the hon. Minister, in that case, consider abolition of the word "saloon" itself because when you are clear that they are inspection carriages, why do you call them saloons at all? You can as well think of using the other name and abolish the old name which has a very bad connotation and which has a very bad history. So, please abolish this name.

PROF. MADHU DANDAVATE: Sir, I have made it very clear that in our official records and in all the railway parlance the term "inspection carriage" is used. "Saloon" is a popular word used at a popular level. I would not like to use it because it is also used for a hair-cutting saloon. Therefore, it is better to avoid that name.

SHRI B. N. BANERJEE: Sir, is it not a fact that the hon. Minister, while returning from Calcutta a few days back after opening two railway stations and an overbridge near about Calcutta, chose to travel by an ordinary compartment instead of a saloon?

PROF. MADHU DANDAVATE: Sir, it is true that I travelled by an ordinary compartment because I am an ordinary man and an ordinary Minister.

Merger of FEDO and Fertilizer Designing Section of EIL

*272. **SHRIMATI SUSHILA SHANKAR ADIVAREKAR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state whether Government have abandoned the idea to merge the FACT Engineering and Design Organisation and the Fertilizer Designing Section of the Engineers India Ltd., with the company now looking after the Planning and Development Wing of the erstwhile undivided fertilizer Corporation of India?

पेट्रोलियम तथा रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री जनेश्वर मिश्र) : एक विवरण पत्र सभा पटल पर प्रस्तुत है।

विवरण

डा० एच० एन० मेठन की अध्यक्षता में गठित विशेषज्ञ समिति में, जिसने उर्वरकों के क्षेत्र में भारतीय उर्वरक निगम के योजना और विकास प्रभाग, फर्टिलाइजर्स एण्ड कैमिकल्स ट्रावनकोर लि० के इंजीनियरिंग और डिजाइन संगठन (फीडो) तथा इंजीनियर्स इंडिया लि० में उपलब्ध तकनीकी क्षमता का मूल्यांकन किया था तथा इन तीनों संगठनों में उपलब्ध विशेषज्ञता और जनशक्ति का आकलन किया था। यह सिफारिश की कि फ़ैक्ट इंजीनियरिंग और डिजाइन संगठन और भारतीय उर्वरक निगम के योजना और विकास प्रभाग के विलयन से एक अलग इंजीनियरिंग कंपनी बनाई जाये। परन्तु सरकार ने सभी संबंधित पहलुओं की जांच करने के पश्चात अभी इस सिफारिश को स्वीकार करना उचित नहीं समझा है। इसके बजाय सरकार ने भारतीय उर्वरक निगम के योजना और विकास प्रभाग को लेकर एक अलग इंजीनियरिंग कंपनी बनाना और इस कंपनी तथा 'फीडो' के बीच घनिष्ठ सहयोग की व्यवस्था करना अधिक उपयुक्त समझा है। इससे ये दोनों संगठन परस्पर पूरक और सहयोगी के रूप में उन क्षेत्रों में काम कर सकेंगे जिसमें इन्होंने विशेष दक्षता अर्जित की है।

इंजीनियर्स इंडिया लि० के बारे में समिति का आकलन है कि 'आफसाइट' सुविधायें और उपयोगितायें स्थापित करने तथा परियोजना प्रबन्ध के मामले में इस कंपनी को पर्याप्त अनुभव है। अतः यह सोचा गया है कि अतिरिक्त उर्वरक क्षमता स्थापित करने में जहाँ नई इंजीनियरिंग कंपनी और 'फीडो' खास उर्वरक संयंत्रों पर अपना सारा ध्यान देंगे, वहाँ