

RAJYA SABHA

Monday- the 24th Frhriwy, IftSlthe 5th
Phofgmm 1896 <Sak<i)

The House met at eleven of the clock, Mr. Deputy
Chairman in the Chair

ORAL ANSWERS TO QUESTIONS

Maintenance of Railway Coaches.

•121. SHRIKHURSHED ALAM KHAN tf
SHRIQASIM ALI ABID : SHRI MAQSOOD
ALI KHAN : SHRI S. HASHMI : Will the
Minister of RAILWAYS be
pleased to state :

(a) whether Government are aware that the
maintenance of railway coaches, particularly of
metre gauge trains, is in most deplorable
condition ;

(b) whether it is also a fact that even in First
Class compartments, fans and lights are usually
missing ; and

(c) whether it is also a fact that compartments
and carriages have been running in Shis condition
for the last about 2 years and BO action has been
taken to repair and renovate those ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI MOHD.
SHAFI QURESHI) : (a) to (c) The maintenance
of coaches including those oil Metre Gauge has
improved and is generally satisfactory. However,
in spite of all our efforts, deficiencies do occur at
times, due primarily to large scale acts of vanda-
lism, thefts or sometime failure of equipment,
delayed supplies of material and lapses in upkeep
and maintenance. Such deficiencies are also
noticed in some first class compartments.

Efforts have been intensified to further improve
the cleanliness and maintenance of passenger
coaches. Apart from all the coaches in service
being periodically overhauled, defects,
deficiencies, if any, and cleanliness are attended
to at the end of almost every trip. System of
monitoring at various levels, the condition of
coaches exists on all Railways.

SHRI KHURSHED ALAM KHAN : Sir,
once upon a time, the Railways were known for
their regular and preventive maintenance
system. But, since last two years, it appears,
the workshops are

tThe question was actually asked on the floor
of the House by Shri Khurshed Alam Khan.
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absolutely out of gear and the maintenance is
completely neglected. May I, therefore, know
from the hon. Minister whether it is a fact that the
maintenance schedule of coaches is not being
adhered to and consequently the upkeep and
maintenance has completely deteriorated ? And
what is being done to improve it, including the
under-carriage maintenance which is sometimes
the cause of derailments.

SHRI MOHD. SHAFI QURESHI :

Sir, it is true that on certain Railways, especially
the South Eastern and Eastern Railways, the
condition of maintenance is far from satisfactory
and every effort is now being made to see that all
amenities are provided to the passengers. As the
hon. Member mentioned, under-carriage thefts are
witnessed. It is true that this area has been
infested with such thefts and necessary
precautionary measures have been taken. And we
have to devise new measures because the moment
we start some anti-pilferage devices, the pilferers
or the thieves are more alert and they go on
indulging in thefts even after that is done. But,
Sir, we are taking every precaution to provide
amenities to passengers.

SHRI KHURSHED ALAM KHAN : Apart
from the unsatisfactory maintenance, may I know
from the hon. Minister whether it is a fact that the
theft of the fittings and equipments is another
reason for this sorry state oi' affairs ? And usually
this happens when the rakes are stabled in the
yards. We are told that there are 60.000 Railway
Protection Force policemen. What are they doing
? Why the responsibility cannot be fixed oa them
for this sorry state of affairs.'

SHRI MOHD. SHAFI QURESHI : Sir, it is
true that certain lapses were noticed on ihe
washing line itself where the trains are stabled
For washing. It is there that every fitting has to be
checked before the train is brought to the
platform. Sir, recently I visited the New Delhi
Railway Station. I myself found that the
trains on the washing line were not properly
maintained, and the occupancy had already gone
up to 70 per cent on the washing line itself. So,
we have taken necessary disciplinary action
against the erring staff. And all precautions are
necessary to see that this type of thing does not
happen in the Railways.

شری سید احمد ہاشمی : میں
 آنریبل منسٹر صاحب سے یہ پوچھنا
 چاہتا ہوں کہ ریلوے کی صورت حال
 جس طرح کی ہے اور جیسا کہ
 سوال میں کہا گیا ہے کہ جو
 میٹر گیج ریلوے لائنز ہیں ان میں جو
 کمپارٹمنٹ ہیں ان کی حالت نہایت
 افسوس ناک ہے۔ مثال کے طور پر
 بنارس اور بلیا کے بیچ میں جو
 ڈیزل کار چلا کرتی تھی اس کی حالت
 اس کی سیچویشن تو اپنی جگہ پر
 خراب تھی ہی لیکن کچھ دنوں
 سے وہ ڈیزل کار بھی ختم کر دی
 گئی ہے۔ جو انجن وہاں پر چلایا
 گیا ہے اور جو ڈبے لگائے گئے
 ہیں ان کی حالت بھی نہایت کندی
 ہے مزید مثال کے طور پر ناڑی
 گھاٹ اور دلدار نگر کے درمیان
 ٹرین کے ڈبوں کی حالت بہت ہی
 خراب ہے اور اسکا انجن بھی بالکل
 بیکار ہے اور نہ جانے کب کا
 ہے۔

†[شری سید احمد ہاشمی : میں آنرےبل
 منسٹر صاحب سے یہ پوچھنا چاہتا ہوں کہ
 ریلوے کی صورت حال جس طرح کی ہے اور
 جیسا کہ سوال میں کہا گیا ہے کہ جو میٹر
 گج ریلوے لائنز ہیں ان میں جو کمپارٹمنٹ
 ہیں ان کی حالت نہایت افسوس ناک ہے۔
 مثال کے طور پر بنارس اور بلیا
 کے بیچ میں جو ڈیزل کار چلا کرتے تھے
 اسکی حالت اسکی سیچویشن تو اپنی

جگہ پر خراب تھی لیکن کچھ دنوں سے
 وہ ڈیزل کار بھی ختم کر دی گئی ہے۔
 جو انجن وہاں پر چلایا گیا ہے اور جو
 ڈبے لگائے گئے ہیں ان کی حالت نہایت
 گندی ہے مثلاً مینار کے تیرے پر تادیہات
 اور دلدار نگر کے درمیان ٹرین کے ڈبوں
 کی حالت بہت ہی خراب ہے اور اسکا
 انجن بھی بالکل بیکار ہے اور نہ جانے کب
 کا ہے۔]

شری سید احمد ہاشمی : سوال

یہ ہے کہ یہ جو سیچویشن ڈبوں
 کی ہے وہ نہایت خراب ہے اور
 کبھی ایسا ہوتا ہے کہ ڈبوں کے
 اندر پنکھے نہیں ہوتے اور پٹریاں
 بھی ٹوٹی ہوئی ہوتی ہیں۔ یہی
 حال فرسٹ کلاس کا ہے۔ مجھے
 خود اس کا اندازہ ہے۔ نئی دہلی کے
 ریلوے اسٹیشن میں انٹینڈنٹ تک
 موجود نہیں ہوتا ہے جس کو
 یہ بتایا جا سکے کہ یہ پنکھا
 خراب ہے یا کوئی دوسری چیز
 خراب ہے جس کو وہ ٹھیک کرا
 سکے۔ جب ٹرین چل چکی ہے
 تو ڈبوں کے اندر کئی چیزیں نہیں
 ملتی ہیں۔

†[شری سید احمد ہاشمی : سوال یہ
 ہے کہ یہ جو سیچویشن ڈبوں کی ہے وہ
 نہایت خراب ہے اور کبھی ایسا ہوتا ہے
 کہ ڈبوں کے اندر پنکھے نہیں ہوتے اور پٹریاں
 بھی ٹوٹی ہوئی ہوتی ہیں۔ یہی حال فرسٹ
 کلاس کا ہے مجھے خود اسکا اندازہ ہے
 دہلی کے ریلوے اسٹیشن میں انٹینڈنٹ تک

नहीं होता है जिसको यह बताया जा सके कि यह पंखा खराब है या कोई दूसरी चीज खराब है जिसको वह ठीक करा सके। जब ट्रेन चल चुकती है तो डिब्बों के अन्दर कई चीजें नहीं मिलती हैं।]

श्री रूप सभापति : आप सवाल कीजिये।

श्री सید احمد हाशमी : कोसिच یہ ہے کہ وہاں پر حالت نہایت خراب ہے اور اٹینڈنٹ وہاں پر موجود نہیں ہوتے ہیں میں اس بات کا اور اضافہ کر دینا چاہتا ہوں کہ ڈبوں کے رکھ رکھاؤ کے لئے جو ذمہ دار لوگ ہوتے ہیں ان سے شکایت کی جا سکتی ہے وہ موقع پر حاضر نہیں ہوتے۔

[श्री सैयद अहमद हाशमी : क्वेश्चन यह है कि वहां पर हालत निहायत खराब है और अटेंडेंट वहां पर मौजूद नहीं होते हैं। मैं इस बात को और साफ कर देना चाहता हूँ कि डिब्बों के रख-रखाव के लिये जो जिम्मेदार लोग होते हैं उनसे शिकायत की जा सकती है वे मौके पर हाजिर नहीं होते।]

MR. DEPUTY CHAIRMAN : Mr. Hashmi, you have to ask the question. Otherwise, I will ask another Member to put the question.

श्री सید احمد हाशमी : اس سلسلہ میں میری گزارش منسٹر صاحب سے یہ ہے کہ اس طرح کے ضروری کاموں میں جلدی ایکشن لیا جائے اور اس میں دیر نہ ہو تو اچھا ہوگا تاکہ لوگوں کو آرام مل سکے اور وہ سہولیت کے ساتھ پہنچ سکیں۔

†[श्री सैयद अहमद हाशमी : इस सिल-सिले में मेरी गुजारिश मिनिस्टर साहब से यह है कि इस तरह के जरूरी कामों में जल्दी एक्शन लिया जाये और इसमें देर न हो तो अच्छा होगा ताकि लोगों को आराम मिल सके और वह सहूलियत के साथ पहुंच सकें।

श्री محمد شفیع قریشی : ریلوے کی ایفیشینسی کا دارومدار دو چیزوں پر ہے۔ ایک تو ریلوے کے کربچاری ایفیشینٹ ہوں اور جو اس میں سفر کرتے ہیں وہ ان چیزوں کا ایفیشینسی کے ساتھ استعمال کریں۔ ہم نے دیکھا ہے کہ ریلوے کے ڈبوں میں پنکھے۔ شیشے۔ لائٹ اور دوسری چیزیں چوری ہو جاتی ہیں لیکن ہم ان کا رپلیسمنٹ جلدی کر دیتے ہیں اور اس پر ریلوے کو ایک کروڑ روپیہ سالانہ خرچ کرنا پڑتا ہے۔ اب جو چیزیں موجود ہیں ان کی حفاظت اچھی طرح سے کیسے کی جائے اس بارے میں روز میٹنگ چل رہی ہیں اور ہماری کوششیں یہ ہے کہ اس بارے میں جلدی ہی فیصلہ لے لیں گے۔

†[श्री मुहम्मद शफी कुरेशी : रेलवे एफी-शियेंसी का दारोमदार दो चीजों पर है। एक तो रेलवे के कर्मचारी एफीशियेंट हों और जो इसमें सफर करते हैं वे इन चीजों का एफी-शियेंसी के साथ इस्तेमाल करें। हमने देखा है कि रेलवे के डिब्बों में पंखे, शीशे, लाइट और दूसरी चीजें चोरी हो जाती हैं लेकिन हम इनका रिप्लेसमेंट जल्दी कर देते हैं और

इस पर रेलवे को एक करोड़ रुपया सालाना खर्च करना पड़ता है। अब जो चीजें मौजूद हैं उनकी हिफाजत अच्छी तरह से कैसे की जाये। इस बारे में रोज़ मीटिंग चल रही हैं और हमारी कोशिशें यह हैं कि इस बारे में जल्दी ही फैसला ले लेंगे।]

SHRI SUBRAMANIAN SWAMY : Sir, I would like to know from the Minister as to what is the basis for his saying that the Railways are taking further steps to improve the maintenance of railway coaches and carriages. I came from Ludhiana only today by Frontier Mail and was travelling in Coach No. 683. The coach was so bad that it did not have lights, the seats would not come down to form a bed, the bathroom and the sink were dirty and the water was gushing out. I would like to know from the Minister in specific terms the reason why the number of rail coaches that are being retired at present is much higher than what it was before. What index does he have to inform the Parliament that the Railways have taken further steps to improve the railway coach quality when in fact I have noticed a further decline?

SHRI MOHD. SHAFI QURESHI : Sir, as I have already stated, the efficiency of Railways depends to a large extent on the efficiency of the passengers who use it. Whatever fittings are there for passenger amenities, those have to be maintained. But, unfortunately, because of a large number of thefts and pilferages, replacement has to be made on a quick basis. I know that it has been provided and yardsticks have been fixed that each coach will have the following amenities, namely, that it must have water facilities, that it must have fans, that it must have appropriate lights and that it must have proper cushions and seating arrangements. But, unfortunately, as I said certain anti-social elements indulge in thefts and pilferages and remove certain fittings. These are duly replaced. It is not that we have not provided amenities. It is the question of maintaining these amenities at a standard level. For that we are now thinking of giving more powers to the Railway Protection Force so that they are also in a position to see that the Railway property is not pilfered.

SHRI SUBRAMANIAN SWAMY : How is it then that there are still these old dilapidated coaches?

SHRI MOHD. SHAFI QURESHI : Those are being replaced.

SHRI KHYOMO LOTHIA : Sir, we find that power failure is not only taking place in cities and towns but also on the trains with the result that passengers have to travel in fear and danger all the time. It has been noticed that most of the fans and showers on the Assam Mail by which I travel are not working. In view of the fact that the train journey to North-Eastern States is very lengthy and strenuous and also in view of the fact that during summer especially during monsoon period air service to these parts becomes very irregular. I would like to know from the Minister whether Government is contemplating or would like to introduce better coaches or air-conditioned coaches like, the Kalkati Mail, to these North-Eastern States.

SHRI MOHD. SHAFI QURESHI : Sir, the hon. Member had earlier referred this matter to me and we had discussions on this also. I hope he will be able to note some improvement in the maintenance of coaches in that area. It may not be possible for us to introduce air-conditioning coaches now but we will certainly see that maintenance of coaches is improved in this particular region.

DR. R. K. CHAKRABARTI : In the northern and southern sections of Sealdah section in the Eastern Railway 90 per cent of the local EMU coaches do not have doors, fans, lights, not even seats. May I know from the hon. Railway Minister whether he knows that there is an unholy collusion among a section of the railway officers, RPF officers and the business community over there because they sell the same stolen goods back to the Railways? I would like to know what the Government is proposing to do in order to check these things and improve the condition of the EMU coaches in these two sections in Sealdah.

SHRI MOHD. SHAFI QURESHI : As I have already said, the condition in the south and north sections of the Eastern Railway

is far from satisfactory. Now we have taken a decision that the persons from whom the stolen railway property is recovered will be held under MISA. That may be a deterrent for the time being. We have identified the area and intensified patrolling by RPF.

SHRI N. G. GORAY : I hope, MISA will not be applied to passengers. Sir, I wasted to draw attention of the Minister— I am not talking of thefts of anything— that he must have noticed, at least all of us have noticed that so far as the electric supply in the railway trains is concerned, as soon as the train starts moving the lights become dimmer and when only it goes on accelerating its speed then the lights become sharper. As soon as it comes nearer the station, again the lights become dimmer. This is point number one.

Secondly, in the First Class coaches you have provided lights for reading but those lights never work and you cannot read. I would like to ask him, it is not a question of anybody having removed anything, it is a question of keeping in order what has already been installed and what is already there, "Why is it that it does not give us satisfactory service?"

SHRI MOHD. SHAFI QURESHI : Sir, for sometime past we have noticed that our whole battery sets and dynamo sets are removed from carriages and there has been shortage of battery in the country, it is a fact that we are not able to provide battery in good condition in the coaches, overaged battery was being used. Now the battery position has improved and therefore, this thing will improve.

श्री श्याम लाल गुप्त : वजीर साहब बहादुर यह तो मानते हैं कि चोरी होती है और उसके लिए हमारे पास सीक्योरिटी फोर्स काफी बड़ी है, जिसमें करीब 60 हजार आदमी हैं। मैंने आपको लिखा था कि दिल्ली में और नई दिल्ली स्टेशन पर प्लेटफार्म टिकट करीब 500 रुपये के चोरी के बिकते हैं। आपने कहा तीन महीने हो गए, आज तक कुछ नहीं किया। आप एज मिनिस्टर न जायें, एज

पैसिजर जायें आप देखेंगे कि जो प्लेटफार्म टिकट इकट्ठे किए जाते हैं वही बाँटे जाते हैं। मेरा अन्दाज यह है कि कम-से-कम 500 रुपये रोज के ऐसे टिकट रेलवे स्टेशन पर बिकते हैं। आप चोरी रोकने की बात करते हैं लेकिन रोकते कुछ नहीं। इसका मतलब है कि आप खुद इनफोर्शिंगेंट हैं।

شری محمد شفیع قریشی :
ان کا مشکور ہوں کہ انہوں نے
یہ اطلاع پہنچے دی۔ میں اس کی
جانچ کراؤنگا۔

[श्री मुहम्मद शफी कुरेशी : मैं उन का मशकूर हूँ कि उन्होंने ये इतला मुझे दी मैं इसकी जाँच कराऊंगा।]

SHRI G. LAKSHMANAN : Sir, in Southern Railway the position of railway coaches is very bad. Is it because the coaches are very old, that they have been remodelled or rebuilt? I would like to know whether the hon. Minister has travelled on the Southern Railway in these metre gauge trains. I would like to know the number of coaches in metre gauge and the broad gauge that have been introduced from the year the coaches were made in the Integral Coach Factory.

SHRI MOHD. SHAFI QURESHI: Sir, the older coaches are discarded because they are no longer put on the track and the same are replaced with the new ones. Wherever it is possible to improve the existing coaches that is also being done.

SHRI G. LAKSHMANAN : I want to know the number of coaches in metre gauge and the broad gauge that have been introduced from the year the coaches were made in the Integral Coach Factory.

SHRI MOHD. SHAFI QURESHI: I do not have the figure, available here. I will supply it to the hon. Member.

V[] Hindi transliteration.

SHRI YASHPAL KAPUR : Sir, is it a fact that one of the main reasons for poor maintenance of the equipment in the coaches is because the coach attendants have been reduced to the status of "khalasi" and they are very much dissatisfied with the terms of their service ? There are trained people, mechanics and others. They can certainly look after that. Would the Government do something to remedy the situation ?

SHRI MOHD. SHAFI QURESHI : This is something new which has been brought to my notice. I will look into it.

MR. DEPUTY CHAIRMAN : Next Question.

Proposals for oil exploration

*122. SHRI SHYAMLAL GUPTA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the proposals under consideration to step up oil exploration in the country and the areas which are being explored at present ;

(b) whether multi-national oil companies have made any proposals in this regard ; and

(c) if so, what are the details thereof, and the names of the companies and the reaction of Government with regard thereto ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI K. D. MALAVIYA) : (a) to (c) A statement giving the requisite information is laid on the Table of the Sabha.

Statement

(a) The measures taken and proposed to be taken by the ONGC for intensifying exploration efforts and for maximising indigenous production of crude oil have been included in the Fifth Five Year Plan. The objectives enumerated in the Fifth Plan include :—

(i) extension of exploration work to almost all sedimentary basins of India on land and to a limited extent in offshore,

wherever possibilities of finding hydrocarbons exist, on geological considerations ;

(ii) quick development of the already discovered oil fields ;

(iii) maximum utilisation of the existing production wells ;

(iv) wider application of secondary recovery methods. The exploration work is planned to be intensified on land in Jammu and Kashmir, Himachal Pradesh, Uttar Pradesh, Rajasthan, West Bengal, Tripura, Nagaland and Tamil Nadu—besides continuing exploration and development activities in Gujarat and Assam as well as in the offshore areas particularly in the Bombay High area. The Oil India Limited, apart from proving the extent and developing the resources of its two important oil fields at Nahorkatiya and Moran in Assam, has undertaken intensive exploration for oil at Tengakhat, Nagajan, Jorajan, and Tarajan areas (all in Assam) and at Khar-sang in Arunachal Pradesh.

As per present assessment, indigenous production of crude oil in 1978-79 is estimated at 12 million tonnes.

(b) and (c) Certain proposals received from some foreign oil companies for oil exploration are under consideration. It is not in the public interest to disclose any details in this regard.

SHRI SHYAMLAL GUPTA : Sir, in item (a) (iv) of the statement, the hon'ble Minister says that wider application of secondary recovery methods in the Fifth Plan will be made. The exploration work is to be intensified on land in Jammu and Kashmir, Himachal Pradesh, Uttar Pradesh, etc. May I ask from the hon'ble Minister as to how much time it will take for planning and then intensifying the work? Now, Sir, he says that negotiations are going on with the various foreign oil companies. May I know from the hon'ble Minister what is the percentage of crude that is likely to be shared, if any, with the foreign oil exploring companies, and for what period, and at what prices? Whether the Government have agreed to this clause in the agreement ?