

RAJYA SABHA

Monday, the 24th February, 1975 (the 5th
Phalguna 1896 (Saka))

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

ORAL ANSWERS TO QUESTIONS

Maintenance of Railway Coaches.

*121. SHRI KHURSHED ALAM KHAN :
SHRI QASIM 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, parti-
cularly 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 compart-
ments and carriages have been running in
this condition for the last about 2 years
and no 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
on Metre Gauge has improved and is gene-
rally 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 equip-
ment, 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 over-
hauled, 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

†The 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 con-
sequently the upkeep and maintenance
has completely deteriorated ? And what
is being done to improve it, including the
under-carriage maintenance which is some-
times 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 of affairs ? And usually this happens
when the rakes are stabled in the yards.
We are told that there are 60,000 Rail-
way Protection Force policemen. What
are they doing ? Why the responsibility
cannot be fixed on them for this sorry state
of affairs ?

SHRI MOHD. SHAFI QURESHI :
Sir, it is true that certain lapses were noticed
on the 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 main-
tained, 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 Rail-
ways.

شری سید احمد ہاشمی : میں انریبل 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 گندی ہے مزید مثال کے طور پر تاڑی 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۔

†[श्री संयद अहमद हाशमी : मैं आनरेबल मिनिस्टर साहब से यह पूछना चाहता हूँ कि रेलवे की सूरत-ए-हाल जिस तरह की है और जैसा कि सवाल में कहा गया है कि जो मीटर गेज रेलवे लाइन्स हैं उनमें जो कम्पार्टमेंट हैं उनकी हालत निहायत अफसोसनाक है। मिसाल के तौर बनारस और बलिया के बीच में जो डीज़ल कार चला करते थे उसकी हालत उसकी सिच्युएशन तो अपनी

जगह पर खराब थी ही लेकिन कुछ दिनों से वह डीज़ल कार भी खत्म कर दी गई है। जो इंजन वहां पर चलया गया है और जो डिब्बे लगाये गये हैं उनकी हालत भी निहायत गंदी है मजीद मिसाल के तौर पर ताड़ीघाट और दिलदार नगर के दमियान ट्रेन के डिब्बों की हालत बहुत ही खराब है और उसका इंजन भी बिल्कुल बेकार है और न जाने कब का है।]

श्री उप सभापति : आप सवाल पूछिये।

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 بنکھے 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 اٹینڈنٹ تک موجود نہیں ہوتا ہے جس کو یہ بنایا جا سکے کہ یہ بنکھا خراب ہے یا کوئی دوسری چیز خراب ہے جس کو وہ ٹھیک کرا سکے۔ جب ٹرین چل چکتی ہے تو ڈبوں کے اندر کئی چیزیں نہیں ملتی ہیں۔

†[श्री संयद अहमद हाशमी : सवाल यह है कि ये जो सिच्युएशन डिब्बों की हैं वह निहायत खराब है और कभी ऐसा होता है कि डिब्बों के अन्दर पंखे नहीं होते और पटरिया भी टूटी हुई होती हैं। यही हाल फर्स्ट क्लास का है मुझे खुद इसका अन्दाजा है नई दिल्ली के रेलवे स्टेशन में अटेंडेंट तक मौजूद

नहीं होता है जिसको यह बताया जा मके 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 चीजे नहीं मिलती हैं ।]

श्री उप सभापति : आप सवाल कीजिये ।

श्री सید احمد ہاشمی : کوپنچن 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۔

[ش्री سید احمد ہاشمی : 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 ہاشمی : اس سلسلہ میں میری گزارش منسٹر صاحب سے یہ ہے کہ اس طرح کے ضروری کاموں میں حلدی انکشن 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 ریپلیسمنٹ حلدی 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 एफीशियेट 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 चीजे 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 चीजे मौजूद हैं उनकी हिफाजत अच्छी तरह से कैसे की जाये। इस बारे में रोज मीटिंग चल रही हैं और हमारी कोशिशें यह हैं कि इस बारे में जल्दी ही फैसला ले लेगे।]

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 Kalka 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 Scaldah section in the Eastern Railway 90 per cent of the local EMU coaches do not have any 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 Scaldah.

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 wanted 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 also 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 जाये 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 इनफ़ीशियन्ट हैं।

شری محمد شفیع قریشی :
ان کا مشکور ہوں کہ انہوں نے
بہ اطلاع مجھے دی۔ میں اس کی
جانچ کراؤنگ۔

†[श्री मुहम्मद शफी कुरेशी : मैं उन का मशकूर हूँ कि उन्होंने ये इत्तला 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.

[] 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 ?