

LOK SABHA

Tuesday, March 19, 1968/Phalgun 29,  
1889 (Saka)

*The Lok Sabha met at Eleven of the Clock.*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

USE OF CARRIAGES BY RAILWAY OFFICERS

\*688. SHRI R. S. VIDYARTHI : Will the Minister of RAILWAYS be pleased to state :

(a) the designations of the officers entitled to use special trains/carriages for official journeys;

(b) the number of such carriages/special trains earmarked on each Zonal Railway for the use of officers; and

(c) the expenditure incurred on maintenance of such carriages/special trains on each Zonal Railway during the last five years, year-wise, separately ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : (a) No officer is entitled to requisition a special train in connection with his official journeys. Gazetted Railway Officers are entitled to the use of Inspection Carriages for official journeys.

(b) A statement is laid on the table of the House. [Placed in library. See. No. LT-496/68.]

(c) Maintenance charges in respect of coaches, type-wise, is not maintained.

श्री रा० स्वा० विद्यार्थी : अध्यक्ष महोदय, क्या यह हकीकत नहीं है कि रेलवे आफिसर्स जिन के लिए कैरेजेज और स्पेशल ट्रेन्स रेलवे चलाती है वह अपनी फेमिलीज को साथ लेकर जाते हैं? क्या रेलवे कैरेजेज और स्पेशल ट्रेन्स के मिसयूज के लिए कोई ऐसी ऐजेंसी

रेलवे के पास है कि उसकी चेकिंग हो सके और यदि है तो क्या वह व्यक्ति जो स्पेशल चेकिंग पर लगाए गए हैं वह जिन को आप स्पेशल कैरेजेज देते हैं उन से बड़े हैं या छोटे हैं?

SHRI PARIMAL GHOSH : No Railway officer is entitled for a special train or a saloon. The saloons are normally used by the Members of the Railway Board and the high dignitaries of the Government of India. The Railway officers are normally entitled to have the Inspection Carriages which are essential for their very nature of work of inspection of the vital installations, stations and other things. Special care is also being taken for the strict use of the saloons and they are only used when they are essential.

SHRI KANWAR LAL GUPTA : That was not his question; you may kindly explain it to the Minister.

श्री रा० स्व० विद्यार्थी : अध्यक्ष महोदय, अभी मंत्री महोदय ने बताया कि केवल रेलवे बोर्ड के ही आफिसर्स हैं जिन के लिए स्पेशल ट्रेन्स और सलून्स का प्रयोग होता है। क्या यह हकीकत नहीं है कि रेलवे बोर्ड के अलावा जनरल मैनेजर जब जाते हैं तो उन के लिए भी स्पेशल ट्रेन लगती है? तो मैं यह पूछना चाहता हूँ कि क्या आप ऐसी व्यवस्था करेंगे कि जो आफिसर जिन का कि काम रेलवे ट्रैक इन्स्पेक्शन का है उन को छोड़ कर बाकी किसी आदमी को भी स्पेशल ट्रेन उपयोग करने की इजाजत न दी जाय?

SHRI PARIMAL GHOSH : I have already said that no special trains are being used by the Railway officers, either of the Railway Board or of the Government of India.

SHRI MADHU LIMAYE : Saloons.

SHRI KANWAR LAL GUPTA : He is talking about saloons.

**SHRI RABI RAY :** Saloons.

**SHRI PARIMAL GHOSH :** Only the Inspection Carriages are being used by the Railway officers.

**श्री रा० स्व० विद्यार्थी :** अध्यक्ष महोदय, मेरे सवाल का जवाब नहीं आया। मैंने स्पेसिफिकली यह पूछा है कि क्या रेलवे मंत्री ऐसी व्यवस्था करेंगे कि वही आफिसर जो ट्रेन के ट्रैक का इंस्पेक्शन करते हैं वही उस सैलून का इस्तेमाल करें, बाकी और न करें?

**SHRI PARIMAL GOSH :** Excepting those officers, nobody else is having the use of special carriages.

**श्री मधु लिमये :** कितनी संख्या है उनकी?

**SHRI BEDABRATA BARUA :** In view of the very heavy cost that is involved in maintaining saloons which cannot be used everyday—it is quite likely that they will not be used everyday—will the Government consider the question of providing only air-conditioned travel to the officers at the highest because nothing is lost if they have to wait at the stations, particularly, when they have to carry out inspections? It is high time that the matter is gone into.

**MR. SPEAKER :** Abolish saloons, according to him.

**SHRI PARIMAL GHOSH :** These Inspection Carriages are being given to the Railway staff who are essentially in need of the Inspection Carriages which are necessary for on-the-spot inspection and also for the inspection of the vital installations. They are the only people who are entitled for these special carriages.

**SHRI RANGA :** Sir, on-the-spot inspections can be made even if they were to travel by ordinary trains, Mail trains or express trains. He is saying about the on-the-spot inspections. Does that mean all other trains will not be stopped and that only the special train will stop at a particular spot and the gentleman gets down and goes on carrying out the inspection? In view of the fact that for a large number of years, several Members of Parliament from all sides have been urging the dropping of the uneconomic way of using these saloons, would the Government consider, at least now, when they are so badly in need of economy, when they are

thinking of dropping off quite a number of narrow gauge railway lines for the sake of economy, the advisability of dropping off this uneconomic use of these saloons?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):** The nature of work requires certain constant attention and inspection round the clock. One does not know when such a contingency will arise. The special inspection wagon, whenever an occasion arises, can be attached to a goods train or any train that goes on the track at any odd hour, at any time. Otherwise, the officers will have to wait for a passenger train leaving at a particular schedule of time and by that time the inspection.....(*Interruption*).

**SHRI RANGA :** Is this reason?.....(*Interruptions*). We have given money for the Railway budget. Be reasonable.

**SHRI C. M. POONACHA :** There are occasions when immediate inspection will have to be carried out and officers will have to rush to the spot at odd hours; one does not know when such a contingency will arise. Therefore, these inspection carriages are suited to be attached to any train. For example, about 600 to 700 inspection carriages cannot be attached to any mail train or express train; they can only be moved by a goods train or a slow-moving train; they are 4-wheelers and six wheelers. The very fact that these inspection carriages are carriages which can be moved by all trains at any required time explains that they are for specific purposes.

Then, there is a little bit of confusion between the words 'saloon' and 'inspection carriages'. Saloons are those which are maintained for high dignitaries such as President and Vice-President.....(*Interruptions*).

**SHRI MADHU LIMAYE :** Who are the other high dignitaries?

**SHRI C. M. POONACHA :** Let me finish. Let them listen to me first and then ask any questions that they want to ask.

They are also for tourists and they are about 116 in number—all gauges, broad gauge, metre gauge and narrow gauge. There seems to be a little bit of misunderstanding that these 116 saloons are available to all the officers. The railway officers are travelling by what is called inspection carriages where they have the speedometer

and the other equipment and gadgets fitted in those things to study the speed of the train, the ridable quality, track suitability, etc. All such items and also the signal equipment are subject to periodical inspection for which certain facilities will have to be provided to the railway staff. For example, a suggestion was made whether they cannot travel by the ordinary regular train. They cannot do so because there they do not have the inspection window. These inspection carriages are attached as the last vehicle from where they can see the track and also get it detached anywhere they want, get down there, inspect and travel further. All these essential requirements are necessary for ensuring proper maintenance of the railway track and other installations. They are not misused... (*Interruptions*). Maximum care is being taken, and we will certainly tighten up and see that misuse of these facilities does not take place anywhere.

**SHRI BUTA SINGH :** I want to know from the hon. Minister whether it is a fact that some special coaches were designed and built by the railway authorities to promote the export of railway coaches, but they were not exported, never an exhibition was held, and those coaches are now used as saloons by the railway bureaucrats.

**SHRI C. M. POONACHA :** No, Sir. The special coaches are being used for tourists and for other special purposes for the general public.

**श्री अटल बिहारी वाजपेयी :** अध्यक्ष महोदय, क्या मंत्री महोदय को मालूम है कि इन सैलूनों को गाड़ी में लगाने के बारे में अफसर नियमों का पालन नहीं करते और अधिक भत्ता बनाने के लिए अपना सैलून तो माल गाड़ी से भेज देते हैं और खुद दूसरे दिन एक्सप्रेस या मेल ट्रेन से जहाँ जाना होता है जाते हैं? क्या मंत्री महोदय के सामने ऐसे उदाहरण आये हैं कि जयपुर से दिल्ली आने के लिए अफसरों ने अपना सैलून तो एक रात को पहले ही रवाना कर दिया और खुद दूसरी जो यात्री गाड़ी है उसमें सवार होकर दिल्ली आये? क्या इस तरह के मामलों की जांच की गई है?

**SHRI C. M. POONACHA :** If such cases are brought to my notice, I shall certainly look into them. I have no information at the moment.

**SHRI SHIVAJI RAO S. DESHMUKH :** Will the hon. Minister please clarify how high a railway dignitary is expected to be in order to be entitled to the use of these saloons? While the popular members of the Council of Ministers and even the Chief Ministers of the States are not supposed to be entitled to the use of the saloons and they are supposed to use only the ordinary first class carriages, may I know how it is that these high dignitaries of the railways are still entitled to use such saloons?

**AN HON. MEMBER :** How high and how fat also?

**SHRI C. M. POONACHA :** The following is the list of dignitaries who are entitled to travel by these saloons, and they are : the President of India, the Prime Minister, the Deputy Prime Minister, the Vice-President, the Ministers (Cabinet Ministers), the Chief and Vice-Chief of the Army Staff, the Chief of Naval Staff, the Chief of Air Staff, the Army Commanders, the Members of the Planning Commission, the Deputy Ministers of Railways.

**AN HON. MEMBER :** They are not using them at all.

**SHRI C. M. POONACHA :** Whether they are using or not is a different matter. I am only pointing out that they are entitled.

Then the list includes the Hon. Chief Justice of the Supreme Court, the Director of the Intelligence Bureau, the Foreign Secretary, Government of India, Ministry of External Affairs whilst travelling on duty, and as secretaries the Railway Board Members.

**MR. SPEAKER :** I am glad the Speaker is not there.

**SHRI RANGA :** You must be very careful, because they might include your name also.

**MR. SPEAKER :** I shall not submit to that. So, let him not worry about it

**SHRI SHIVAJI RAO S. DESHMUKH :** On a point of order.....

**MR. SPEAKER :** This is the question Hour and there can be no point of order now.

**श्री एम० एम० जोशी :** मंत्री महोदय इस बात को जानते हैं कि सैलून का प्रबन्ध इस देश में तब हुआ था जब ब्रिटिश राज्य यहाँ पर था, जो बड़े-बड़े नौकरशाह थे वे इसका इस्तेमाल करते थे। अब जबकि हमारे देश में लोकतंत्र चालू है तथा सैलून को दूसरे स्टेशन पर ले जाने में बहुत-सा रुपया-पैसा खर्च होता है तथा ऐसे लोग भी नहीं हैं जो फर्स्ट-क्लास में या दूसरी सुविधायों में नहीं जा सकते हैं, तो क्या मंत्री महोदय और उनकी हुकूमत इस बात पर विचार करेगी कि लोकतंत्र में इस तरह के नौकरशाहों और बड़े बादशाहों की जो बात होती है, उसको खत्म करके, जैसे दूसरे लोग काम करते हैं, वैसे ही ये लोग भी काम करें?

**SHRI C. M. POONACHA :** I very well appreciate the feelings of the hon. Member but I must say that this has been the practice hitherto and it has not been misused, and we shall take all proper care to see that these facilities are not missed by anybody.

**श्री मधु लिमये :** अध्यक्ष महोदय, जोशी जी के प्रश्न का जवाब नहीं आया। उन्होंने पूछा था कि ये जो विशेष सुविधायें बादशाहों की तरह दी जा रही हैं, ये लोकतंत्र के खिलाफ हैं, इसलिये वे उन को खत्म करने की मांग कर रहे हैं।

**SHRI PARIMAL GHOSH :** The inherent nature of the railway operation is such that these kind of inspection carriages are essential. This is not a new or peculiar thing in the Indian Railways only, but this is a thing which is in vogue in the railways all over the world. This is not a privilege but this is an essential item which is very much necessary for the operation of the railways.

**श्री मधु लिमये :** प्लानिंग कमीशन कौन से इंस्पेक्शन के लिये जाता है। अध्यक्ष महोदय, सैलून के बारे में कोई जवाब नहीं आ रहा है।

**SHRI HEM BARUA :** The hon. Minister has said that saloons are meant for the high dignitaries. Even though the saloons are meant for the high dignitaries, are Government aware of the instances of,

particularly, the Ministers not using the rail track but using motor-cars for inspection work from one point to another? For instance, when Shri S.K. Patil was the Railway Minister, he travelled from Gauhati to Luading by motor-car, even though the rail track runs parallel to the road he travelled by road. Thus, there was an extra expenditure on motor-cars. Therefore, I wanted to know whether it has been brought to the notice of Government that often Ministers do not use the saloon cars but use motor cars for the same purpose.

**SHRI C. M. POONACHA :** I am unable to furnish an answer to this question. Other exigencies and the importance of that particular engagement might have necessitated the tour of the Cabinet Minister by road. Those circumstances are not known to me.

**श्री मुहम्मद इस्माइल :** अभी रेलवे मिनिस्टर साहब ने कहा है कि इंस्पेक्शन के लिये हमें इस चीज को इस्तेमाल करना पड़ता है, लेकिन होता यह है कि सैलून को एक स्टेशन पर खड़ा करके, वहाँ से वह ट्रालीज में इंस्पेक्शन करने जाते हैं, लेकिन इन कामों के लिए इन के पास मोटर-ट्रालीज भी हैं जो डीजल-इंजिन से चलती हैं। ऐसी हालत में मैं जानना चाहता हूँ कि डीजल-इंजिन की ट्रालीज से इंस्पेक्शन करना बेहतर होगा या सैलून में जाकर इंस्पेक्शन करना ज्यादा बेहतर होगा, क्योंकि सैलून में जा कर ये रेलवे बोर्ड के मेम्बरों जो जाते हैं और भूल जाते हैं कि स्टेशन आया या नहीं आया ?

**MR. SPEAKER :** We have already spent 20 minutes on this question. Will you get anything more than you have already got? If they want to consider, let them consider it at leisure. But I do not know whether we should lose all other questions for this.

**SHRI RANGA :** He has made a very good suggestion.

**MR. SPEAKER :** I know.

**SHRI C. M. POONACHA :** Every care is taken use these facilities available for inspection of track, whether it is by motor trolley or by other means; according to the exigencies of time and the nature

of the work, these facilities are being used by the inspecting authorities. I repeat that there will be no occasion for misuse of such facilities made available to the railway staff.

**श्री सूरज भान :** अभी मंत्री महोदय ने बताया कि इंस्पेक्शन-कैरिजेज और सैलूनज में थोड़ा कंफ्यूजन हो गया है। मैं मंत्री महोदय से पूछना चाहता हूँ कि क्या इंस्पेक्शन कैरिजेज के नाम से सैलूनज का गलत इस्तेमाल नहीं होता है ?

**SHRI C. M. POONACHA :** If specific information is given, I will certainly look into the matter.

**SOME HON. MEMBERS** rose—

**MR. SPEAKER :** I am prepared to spend the whole hour on this. But let Members not blame me later.

**SHRI LOBO PRABHU :** It is agreed that railways are for the people, not for railwaymen.

**AN HON. MEMBER :** It is not agreed.

**SHRI LOBO PRABHU :** Then it should be agreed now. It is also agreed that this year they have imposed freights and fares which are really unbearable and they have been able to get away with the budget. But would they kindly do one thing, that is give some return to the public and impose income tax on the passes held by railway staff? They are perquisites. Also, will they ensure that the railway staff do not cancel their reservation without paying the normal cancellation charges? Even MPs pay the cancellation charges when reservation is cancelled.

**SHRI R. L. CHATURVEDI :** All the points raised by the hon. Member were replied to by me at the time of the reply to the general discussion on the Railway Budget. At that time, he was absent.

**SHRI LOBO PRABHU :** These points have not been raised, nor replied to.

**MR. SPEAKER :** He says he has replied to them.

**SHRI LOBO PRABHU :** These have not been raised by me before. These are very simple points. If he had replied to them, let him reply again.

**SHRI C. M. POONACHA :** The suggestions of the hon. Member would be kept in mind for future action.

**SHRI HEM BARUA :** Would you kindly find out from him why the Speaker of the Lok Sabha is not in the list of dignitaries he mentioned?

**MR. SPEAKER :** Shri Ram Avtar Shastri.

**श्री रामावतार शास्त्री :** अभी मंत्री महोदय ने जो सूची पढ़ी उसमें यह बताया कि फ्लां फ्लां अफसरों को सैलून या स्पेशल कैरिज दिया जा सकता है, लेकिन मुझे यह मालूम है कि ईस्टर्न रेलवे में जो डी०एस० हैं उनका नाम इस सूची में नहीं है, पर वे भी सैलून और स्पेशल कैरिज में जाते हैं। क्या इसकी जानकारी रेलवे मंत्री महोदय को है? अगर नहीं है तो क्या इंकवायरी कराने पर अगर यह बात सही पाई जाए तो उनके खिलाफ कार्यवाही करेंगे?

**SHRI C. M. POONACHA :** If the hon. Member gives me in writing some specific details about the case, I will look into it.

**SHRI S. K. SAMBANDHAN :** In view of the fact that the railway officers who are using these saloons and special carriages do not know the facilities that are expected to be given either to the third class or first class passengers, and they do not care to know all these things, for the sake of their knowing the difficulties of these passengers, will these officers be asked to travel by third class or second class or first class at least once a year or once in six months?

**SHRI C. M. POONACHA :** That is a suggestion. I will look into it.

**श्री रवि राय :** मंत्री महोदय ने अभी बताया कि जो 116 सैलून हैं उनमें आफिसर लोग और डिगनेटरीज जाते हैं, मैं मंत्री महोदय से पूछना चाहता हूँ कि सैलून की

खरीद पर कितना खर्चा हुआ और सालाना मेन्टेनेन्स पर कितना खर्चा आता है?

SHRI C. M. POONACHA : Some of these air-conditioned coaches cost about Rs. 1,40,000. The other special types, non-airconditioned, cost between Rs. 34,000 and Rs. 40,000. Most of these are very old coaches, they are about 30 to 40 years old, and the Maintenance charges are not very heavy because they do not have periodical overhauls as the normal coaches. The normal coaches cost about Rs. 3,100 or Rs. 3,200 for broad gauge and Rs. 2,400 to Rs. 2,800 for metre gauge. So far as the inspection carriages and other special types of these inspection carriages are concerned, the periodical maintenance charges are not as high as compared to the normal coaches. They are much less, but separate accounts are not available.

श्री शशि भूषण बाजपेयी : मैं यह जानना चाहता हूँ कि किन किन लोगों को सैलून देने की कैटेगरी में आपने रखा है? साथ ही साथ क्या लोक-सभा के अध्यक्ष को भी आप सैलून . . .

MR. SPEAKER : You came late. It is all over now.

AN. HON. MEMBER : Better late than never.

MR. SPEAKER : In our Telugu language there is a saying that when the eddy comes, you will have to begin again.

श्री कंबर लाल गुप्त : मंत्री महोदय ने नये राज्यों की लिस्ट पढ़कर सुनाई जिनको कि सैलून का खास प्रिविलेज हासिल है। मैं पूछना चाहता हूँ कि क्या उनकी नोटिस में ऐसे कैसेज भी आए हैं कि अधिकारीगण और सोकाल्ड हाई डिगनेटरीज सैलून में अपने परिवार को भी लेकर चलते हैं? क्या उनका कोई इन्स्पेक्शन करने का इंतजाम आपने किया है? अगर किया है तो कोई किस आपकी नोटिस में आया जिसमें उन्होंने सैलून का मिसयूज किया हो? अगर इन्स्पेक्शन का कोई इंतजाम नहीं है तो क्या आप यह इंतजाम करेंगे?

SHRI C. M. POONACHA : We will certainly make a note of this.

श्री कंबर लाल गुप्त : इन्स्पेक्शन का कोई इंतजाम है या नहीं? अगर नहीं है तो यह इंतजाम आप करेंगे?

SHRI C. M. POONACHA : The question whether there have been instances of misuse of the special saloons . . .

MR. SPEAKER : Are they permitted to take their families? That is the only point.

SHRI C. M. POONACHA : Some of the dignitaries have had the privilege of taking their families with them.

श्री वाल्मीकि चौधरी : अध्यक्ष महोदय ! सैलून इस्तेमाल करने के सम्बन्ध में हाउस का जो ट्रेंड है इससे तो पता चलता है कि राष्ट्रपति जी को छोड़कर सभी के लिए सैलून बन्द कर देना चाहिए, क्या इस पर मंत्री महोदय विचार करेंगे?

MR. SPEAKER : "Only the President will have the saloon; will it be considered?" That is the question.

SHRI C. M. POONACHA : That is a matter for consideration.

#### PRODUCTION OF SCOOTERS

\*689. SHRI S. C. SAMANTA :  
SHRI O. P. TYAGI :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the steps being taken to increase the production of scooters and similar vehicles to meet the shortage ;

(b) how many new licences have been issued for the manufacture of other types of scooters and motor cycles;

(c) the steps taken to boost up production in the existing units; and

(d) whether the prices of scooters and motor-cycles are likely to come down from the present level?