

Mr. Speaker: Nothing specific can arise out of an unspecific question.

Shri Tangamani: I want to ask about a specific locality.

Mr. Speaker: The hon. Member will write to the Minister..

Shri Tangamani: I want to know whether the hon. Minister has given up the scheme of afforestation round Delhi.

Shri Mohiuddin: I have stated in my reply that deforestation may sometimes affect the temperature and humidity of the immediate locality. The statement, by implication, means that afforestation does sometimes affect the immediate temperature and humidity of the locality.

Mr. Speaker: He wants to know whether, so far as Delhi is concerned, there is a proposal for afforestation round about Delhi. That is all.

Shri Mohiuddin: That is perhaps for the Ministry of Agriculture to say.

मेंट पोषिक है : अत्यक्ष महादय,
एक मकाल है । अभी आपने उत्तर दिया
कि ..

अध्यक्ष महादय : माफ कीजिये ।

Punctuality of Trains

- *806. {
 Shri Harish Chandra Mathur:
 Shri Rameshwar Tantia:
 Pandit D. N. Tiwary:
 Shri Hem Barua:
 Shri Rajendra Singh:
 Shri Daljit Singh:

Will the Minister of Railways be pleased to state:

(a) whether punctuality in the running of train considerably deteriorated during the last four months;

(b) if so, what are the causes;

(c) whether a statement indicating punctuality performance on each zone and particularly of trains leaving and arriving at Delhi will be laid on the Table; and

(d) the steps taken or proposed to be taken to promote punctuality in the running of trains?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There has been some deterioration in punctuality performance.

(b) to (d) A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 126.]

Shri Harish Chandra Mathur: To what extent is it true that the executive officers in charge of enforcing punctuality exercise little or no control over their subordinates? May I know if anything is being done in this matter to see that there is effective control?

Shri Shahnawaz Khan: That impression, I think, is not entirely correct. The officers responsible do exercise proper vigilance. But, there are certain factors which are beyond their control, such as very severe summer conditions, salinity in the water. There are certain conditions which are beyond their control. Nevertheless, special efforts are being made to improve punctuality.

Shri Harish Chandra Mathur: May I know whether this question of improving the punctual running of trains was discussed at the General Managers' meeting last week and the nature of the effective drive which the Government proposes to adopt to enforce punctuality?

Shri Shahnawaz Khan: Yes, Sir. This point was very specifically discussed and the General Managers were asked to launch a very special drive to improve punctuality.

Shri Harish Chandra Mathur: The other half of my question has not been answered. What is the nature of the effective drive which they are going to launch.

Shri Shahnawaz Khan: The Railways send their figures about punctual running of trains to the Railway Board. The Railway Board exercise a very close watch over the running

of trains. Wherever we find that there is some deterioration, the General Manager is specially warned about it. The General Manager is taking similar steps in the Railways. Special officers are deputed to travel in the trains which are running unpunctually and these officers attempt to wipe out the delays and improve the performance.

Shri T. B. Vittal Rao: I find from the statement that the very steps that have been taken in the previous years are being taken and the punctuality performance has not improved. May I know the reason why the punctuality performance in the Central Zone is the lowest?

An Hon. Member: Where there is no salinity.

Shri Shahnawaz Khan: The hon Member is fully aware of the great shortage of water that is experienced on the Central Railway.

Shri T. B. Vittal Rao: May I know why the Howrah-Hyderabad Express always runs late by about five to six hours every day.

Mr. Speaker: These are individual cases, and hon. Members will bring these to the notice of the Minister.

Shri T. B. Vittal Rao: I have specially brought this to his notice. I have written to him about four or five months ago.

Mr. Speaker: Hon. Members give suggestions, and all that Government could say is that they have to deal with human material. Of course, the human material is the employees of the Government, but they are all in the hands of other political parties. That also has to be understood. Now, there are persons who are amenable more to non-officials than to officials. These are all the troubles that Government have undergone, and, therefore, they say that they are doing their best. Are we to decide this matter here?

The hon. Member Shri Harish Chandra Mathur asked the question

whether there was sufficient control over the subordinates. Naturally, the Government would not say that there is no control over the subordinates, whether the control is there or not. That is why they have sent inspectoff to check it up from time to time, and to find out why they are slowing down. There may be natural causes like salinity of water etc. These are all various things that hon. Members can take up at the time of the Railway Budget. Also, whoever travels in the train must tell the guard, no, no, this is not the way, hereafter, we would not help you. Now, the organisations are there; the trade unions are there, and various others also. They must also co-operate, so far as this matter is concerned. This is a general matter. This is not entirely or only for Government, but it is for the public also. These are the various things that arise. Can we resolve all these on one question?

Shri T. B. Vittal Rao: There can be one more reason namely that the working of the time-tables is not properly done; it is haphazardly done without giving much thought to it.

Mr. Speaker: Very well. I understand that there may be new townships.....

An Hon. Member: There are the advisory councils.

Mr. Speaker: I also served in one of these councils. There are councils here at the Centre, such as the National Railway Users' Advisory Council—maybe, the name may be something else—and the local councils. The time-tables are placed before them. I am sure every hon. Member of Parliament is an *ex officio* member of these local councils. I do not know how far.....

Some Hon. Members: No.

Mr. Speaker: In order to avoid all difficulties, let them all be made *ex officio* members of each local council.

The Minister of Railways (Shri Jagjivan Ram): That question was raised in this House once before also, and I said that if all the Members were made *ex officio* members of the advisory councils on the Railways there, the advisory councils would become too large and too unwieldy.

Some Hon. Members: No, no.

Shri Jagjivan Ram: I shall have no objection, but it will not be a compact body. If you have an advisory council consisting of one hundred persons, I do not know how it is going to function.

So, what was said was that we had on the time-table committees the representatives of various interests. And as was suggested by you, when this question was raised in this House, any hon. Member who is interested in this matter may write to the General Manager concerned or to the advisory council or to the time-table committee.

Shri Nath Pai: It is a perennial process. We keep on writing, but with no effect whatsoever.

Shri Jagjivan Ram: And particular care is taken to take into consideration those suggestions. But, at times, there are difficulties, when contradictory suggestions come from the hon. Members. There are many occasions when contradictory suggestions do come about a stoppage or about the timing of a train, where conflict arises between the interests of two areas. But there is the time-table committee, and all these matters are considered there.

Shri Feroze Gandhi: In view of the fact that the railways generally advance the argument year after year that the punctuality percentage has deteriorated due to increased passenger traffic and due to floods etc., may I know whether anyone has drawn the attention of the Minister and the Ministry to the fact that punctuality percentage is highest in those months when traffic is highest and also in the months when the floods are there? I would like to have a reply.

Mr. Speaker: The hon. Member has given information.

Shri Feroze Gandhi: No, I would like to know, for, that is the usual argument that is advanced. That should be answered.

Shri Jagjivan Ram: It will not be very accurate to say that punctuality deteriorates because traffic increases. I myself will not agree with that view that punctuality is affected because traffic increases. The reasons that we have given for the deterioration in punctuality are reasons other than this.

Shri Feroze Gandhi: This is mentioned in the annual report of the railways.

Shri Jagjivan Ram: If the traffic increases, and the traffic does not create obstruction in the smooth running of trains, of course, punctuality will not be affected. But if traffic creates conditions which are not usual and normal, then, certainly, punctuality will be affected.

Shri Ranga: How is that in spite of repeated assurances from Government, the Grand Trunk Express consistently runs so late by so many hours over all these years, and that too, in spite of the improvement that they have made in the ghat railway between Bhopal and Itarsi?

Shri Jagjivan Ram: The history of the Grand Trunk Express and its punctuality is well known to all the hon. Members, and I cannot assure for some time yet that we can guarantee punctuality of the Grand Trunk Express, unless all the engineering works that we have undertaken on that railway have been fully completed. When they are completed, I have no doubt that the punctuality of the Grand Trunk Express will appreciably increase.

Shri Harish Chandra Mathur: If the hon. Minister would refer to the statement, he will find that so far as the Central Railway is concerned, it cannot be salinity or any of those other causes which have been given; they

cannot stand true, because, as against the metre gauge, on the broad gauge

Mr. Speaker: I find that there is a new tendency developing here. A question is asked and the Minister gives an answer. The question ought to be with respect to a fact. The answer also must be with respect to a fact. After the Minister gives the answer, it is no good arguing about it or reasoning it out as to why it is done. Let hon. Members accept it as a fact. There are other occasions when they may say, no, no, this is not right. Let them not utilise the question hour for that. What is the good of arguing and saying that that cannot be true and thus trying to convince this House and the Minister?

Next question

Shri Harish Chandra Mathur: I am afraid I have not been understood by the Minister. I am not arguing it at all. (Interruptions)

Some Hon. Members rose—

Mr. Speaker: I have spent ten minutes over this already.

Next question

गैर-सरकारी कम्पनियों में जहाज
किराये पर लेना

१८०७ श्री अनिरुद्ध सिंह क्या रेलवे
मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि पूर्वोत्तर
रेलवे ने बिहार राज्य में पटना माकामा
और भागलपुर घाटों में यात्रियों का ले जाने
के लिये किमी प्राइवेट कम्पनी के जहाज
किराये पर लिये हैं ?

(ख) यदि हाँ तो ये जहाज वहाँ कब
से चलाये जा रहे हैं, और

(ग) पूर्वोत्तर रेलवे मार्च १९५८
तक इन जहाजों के किराये के रूप
में कुल कितनी राशि दे चुकी है ?

रेलवे उपबंध (श्री शाहनबाज खाँ) :
(क) जी हाँ ।

(ख) १९५० से ।

(ग) १९५३ से मार्च १९५८ तक
पूर्वोत्तर रेलवे ने कुल १२,००,००० रुपये
किराये में दिये । १९५३ में पहले की सूचना
अभी नहीं मिल रही है ।

श्री अनिरुद्ध सिंह क्या मैं जान सकता
हूँ कि पटना माकामा तथा भागलपुर घाटों
में गंगा में कुशलतापूर्वक स्टीमर सर्विस
चलाने के लिये कितने स्टीमरों की आव-
श्यकता है । इसमें रेलवे प्रशासन के पास
अपने कितने स्टीमर हैं और ज्वाइंट स्टीमर
कम्पनी में कितने स्टीमर, हंगये पर ले कर
चलाये जाते हैं ?

श्री शाहनबाज खाँ, नाथ ईस्टर्न रेलवे
के पास इस वक़्त पांच स्टीमर हैं और हमें
कम से कम छः स्टीमर चाहिए । कभी
दा और कभी तीन स्टीमर किराये पर ले
लिये जाते हैं ।

श्री अनिरुद्ध सिंह क्या यह बात
सही है कि ज्वाइंट स्टीमर कम्पनी में कितने
जहाज किराये पर ले कर चलाये जा रहे हैं
विशेषज्ञों की राय में उनकी सम्मिलित
कीमत तीन लाख में ज्यादा नहीं है पर सरकार
कम्पनी का १० लाख में ज्यादा किराया
दे चुकी है । और क्या यह बात सही है
कि समय समय पर उन जहाजों का खरीद
लेने में सुझाव सरकार के पास आये हैं लेकिन
उनका अमल में नहीं लाया गया और रूढ़ी
की टाकरी में डाल दिया गया ।

श्री शाहनबाज खाँ यह ठीक है कि
करीबन १० लाख रुपये उनका दिया है ।
लेकिन उन जहाजों में लगभग ११ लाख
रुपया हमने कमाया भी है । इस वक़्त
पुराने जहाज खरीदने का हमारा कोई इरादा
नहीं है । कुछ नये जहाजों के लिये आर्डर
दिये हैं और वे जहाज बन रहे हैं ।