

MVA rupturing capacity and the new equipment that will have to be developed will exceed this MVA rupturing capacity ?

DR. K. L. RAO : That is what exactly we have in view. Unfortunately, this testing has not been developed all these years because of some other reasons, and there has been a delay of nearly quite a long period. It has taken nearly ten years. We hope that from next year we shall be able to do more research and have testing facilities so that we shall be able to cope up with the future demands.

Criteria for Entitlement of Saloons provided to Railway Officers

*1548. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) what are the criteria for the Officers of different categories to be entitled to be provided with saloons ;

(b) whether the families of the officers are also entitled to travel with them ; and

(c) if so, whether any deduction is made or proposed to be made from the quantum of T. A. for such journeys ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) to (c). Sir a statement is laid on the table of the House.

Statement

(a) Class I and Class II and a few Class III Railway officers are allowed the use of Inspection Carriages, when available while travelling on duty.

The Class III, Class II and Junior Scale Class I officers use 4-Wheeler Carriages which are permitted to be moved by goods trains and slow passenger trains only.

Senior Scale Class I and Class II officers are entitled to use 4-Wheeler Inspection Carriages on the Broad Gauge and 4-Wheeler and 6-Wheeler Carriages on the Metre Gauge, which, again are permitted to be moved by goods and slower passenger trains.

The Junior and Inter Administrative Grade officers are allowed to use 8-Wheeler Inspection Carriages of smaller length than a standard passenger coach. These are permitted to be moved by goods, passenger and comparatively unimportant Mail and Express trains.

The Senior Administrative Officers, General Managers and Chairman and Members of the Railway Board are allowed the use of bigger 8-Wheeler Inspection Carriages, some of which are equal to the length of standard passenger coaches. These carriages are allowed to be moved by all trains except some important Mail and Express trains which are prohibited for attaching of Inspection Carriages, except on emergencies, when General Managers, Members of the Board and Chairman only may attach their Inspection Carriage to these trains.

No Inspection Carriage is permitted to be attached to Janata Expresses, A. C. Deluxe trains and some nominated trains like the Taj Express, the Deccan Queen, etc.

(b) Wife and Children *only* of an officer are allowed to travel in these Inspection Carriages on the Duty Passes issued to the officers. No dependent relatives like dependent widow mother, sister, brother, etc., are permitted to travel without purchasing a I class ticket or on the authority of a privilege pass issued to the officer for the purpose.

(c) The Railway officers are not entitled to any Travelling Allowance during the train journey on duty. They are entitled only to Daily allowance.

The Chairman and the Members of the Board, undertaking train journey in Inspection Carriages are not entitled to even the Daily allowance

SHRI RAJDEO SINGH : In the statement, instead of the word saloon, the word 'inspection carriage' has been mentioned. Hence I want to know what is the difference between a 'saloon' and an inspection carriage in regard to amenities ?

SHRI HANUMANTHAIYA : The word 'saloon' is used in general terms. There are

various types of inspection carriages. Those meant for chairman and members of the Railway Board are air-conditioned. There are some meant for general managers and other administrative officers. Therefore, they are called inspection carriages. Saloon is a general nomenclature. (*Interruptions*).

SHRI RAJDEO SINGH : May I know whether these practices of the travelling in saloons introduced since the British days as superman will be discontinued bearing in mind the changed conditions ?

SHRI HANUMANTHAIYA : This facility or whatever it is called is being enjoyed by these officers for a very long time ...(*Interruptions*.)

SOME HON. MEMBERS : Why ?

SHRI HANUMANTHAIYA : I understand the feelings of the hon Members.

AN HON. MEMBER : Strong feeling..

SHRI HANUMANTHAIYA : I am not controverting their views ..

MR. SPEAKER : He is giving you the information.

SHRI S. M. BANERJEE : How do we travel ? Why don't they travel in the First class ?

SHRI HANUMANTHAIYA : As you know, Sir, in Government undertakings or organisations, there are several things that have come over decades and decades. In fact, I personally think that even the free passes given to the railway employees is an anachronism because one crore ..

SHRI SHASHI BHUSHAN : No, no.

SHRI HANUMANTHAIYA : ...one crore of people...

MR. SPEAKER : While defending yourself, don't land yourself in other difficulties.

SHRI HANUMANTHAIYA : There is no difficulty. If my hon. friends think logically over the whole thing, they will understand. I am in no difficulty whatsoever.

These are the facilities that are being enjoyed for decades and decades ...(*Interruptions*)

SHRI S. M. BANERJEE : Why ? Are they princes ?...(*Interruptions*.)

MR. SPEAKER : Order, please. May I request you to be patient. After all, the Minister is giving the information. He is not expressing his personal views just stating the case.

SHRI HANUMANTHAIYA : I have seen them. They are not pleasure carriages. Most of these officers who work there, are officers on wheels as it were. Therefore, whether we should deprive ..

SHRI S. M. BANERJEE : Have you seen what work they do ? They are involved in various types of work.

SHRI HANUMANTHAIYA : Therefore, whether these facilities should be straightaway withdrawn without reference to the official work they are doing is a matter that requires deep thought. I am not prepared to withdraw all these facilities straightaway.

SHRI R S PANDFY : What has the work got to do with the saloon ?

SHRI S N. MISRA : Probably the hon. Minister is not aware that a statement was made in this House that facilities like saloons and special carriages will be withdrawn and wherever there is the headquarter, the saloons will not be used. May I know if the hon. Minister is aware of the fact that an assurance to this effect was extended to the House earlier ?

SHRI HANUMANTHAIYA : Whatever assurance my predecessor has extended will be implemented. I have no difference with that of course. The real point is that the hon. Member and many of them, I know, do not want these facilities to continue. But I cannot straightaway say that they can be discontinued because of the hang-over of the past and because how it will affect the administration and all these things will have to be considered very seriously.

श्री एन० एन० पांडे : क्या मंत्री महोदय इस बात पर विचार करने के लिए तैयार हैं कि जो आम यमंचारी हैं, एक तरफ तो उनके पास की

सुविधा छीनी जा रही है और दूसरी तरफ रेलवे अधिकारियों को एअर-कन्डीशण्ड कोचेज दी जा रही हैं, सैलून दिये जा रहे हैं, इस पर विचार कर के इसको बिदड़ करने की कृपा करेंगे ?

SHRI HANUMANTHAIYA : I am afraid at this stage I do not want to withdraw any facilities that are being enjoyed (*Interruptions.*)

SOME HON. MEMBERS : Why ?

SHRI VIKRAM CHAND MAHAJAN : We strongly object to what the Minister says. This is very unfair (*Interruptions.*)

MR. SPEAKER : Order, order.

SHRI PRIYA RANJAN DAS MUNSHI : This is atrocious. We cannot allow it. There shall be no bureaucrats, no officers, no I C S. (*Interruptions.*)

SHRI VIKRAM CHAND MAHAJAN : He should withdraw the statement.

MR. SPEAKER : I am very sorry. Time is not helping us. The question hour is over.

SHRI K. IAKKAPPA : There should be a half an hour discussion on this.

WRITTEN ANSWERS TO QUESTIONS

Racketeering in Reservation at Howrah Station

*1531. SHRI SAMAR MUKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of Government has been drawn to the racketeering in berth and seat reservations at Howrah Railway Station ;

(b) if so, the nature of complaints brought to the notice of Government ; and

(c) the steps taken by Government to eliminate malpractices ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) Yes, Sir.

(b) Complaints received in this behalf generally relate to the activities of private agencies and individuals engaging themselves in securing reserved accommodation for intending passengers on collection of extra amount and in the process indulging in malpractices in some cases in collusion with railway servants.

(c) A statement is laid on the Table of the Sabha.

Statement

- (i) Berths are booked against individual names of passengers and no alteration in the names is permitted.
- (ii) To prevent blocking of reserved accommodation, not more than 4 berths to a party and 6 berths to a family are permitted on one requisition.
- (iii) Accommodation falling vacant is allotted to the waitlisted passengers in the strict order of priority.
- (iv) Special Squad of Travelling Ticket Examiners in plain clothes and other Commercial Inspectors are posted near the booking windows frequently to maintain vigil on anti-social elements indulging in racketeering in the reserved accommodation.
- (v) Watch is kept and checks are made in the Reservation Offices frequently during peak season.
- (vi) Checks are carried out through postal/telephonic references direct to the persons in whose names reservations are made to ascertain the genuineness.
- (vii) Public co-operation is sought through Notice Board at Stations warning the public not to buy journey and reservation tickets from unauthorised sources. Leaflets are also distributed warning passengers from being victimised by anti-social elements.