

खर्च किया है। इसका खर्च करने के बाद अगर इस प्रोजेक्ट को छोड़ देते हैं और ट्राम गाड़ी बूक कर देते हैं तो मैं समझता हूँ कि उसकी ज्यादा मुक्तासीमी होगी। इसलिए हम इस प्रोजेक्ट को खत्म नहीं करना चाहते, बल्कि उसको कार्यान्वित करना चाहते हैं।

#### Rail Travel by Double-Decker Coaches

\*188. SHRI K. MALLANNA;  
SHRI ISHWAR CHAUDHRY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have recently taken a decision to introduce double-decker coaches to make rail travel, over short distance, more comfortable and to provide more accommodation in trains,

(b) whether this scheme has been introduced on an experimental basis to any rail track; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI  
SHEO NARAIN) (a) Yes, Sir

(b) and (c) One prototype double decker coach is running on 311/312 Madras Jalarpettai Express It is now proposed to manufacture 12 more double-decker coaches

SHRI K. MALLANNA: Sir, the hon'ble Minister has said that one double-deck coach is running between Madras-Jolarpettai. May I know how it is comparable to single coach in respect of safety, comfort, and economically.

SHRI SHEO NARAIN: Sir, with your permission, may I say that the double-deck coach is very comfortable for the passengers. I have seen it myself in Madras.

SHRI K. MALLANNA: Sir, the Minister has said that the Railways proposed to manufacture 12 more double-decker coaches. May I know on which railway-line those will ply? Has the Government decided to give priority to the backward areas especially to the Southern States?

SHRI SHEO NARAIN: We are making an experiment on Bombay-Poona side. Afterwards we will come to this side also.

#### Engineering workshops at Arakkonam

\*191 SHRI O V ALAGESAN:  
Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway lamps and such other articles which were being made in the Engineering Workshops at Arakkonam on the Southern Railway to meet the full requirements of the Railway, are now being farmed out to private manufacturers,

(b) if so, the value of such orders on private manufacturers for the past three years; and

(c) the value of purchases of such articles from the Workshops during the same period?

THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE): (a) Arakkonam shops is mainly intended to manufacture points, & crossings, bridge girders, structurals, etc However it manufactures 12 items of Railway lamps such as Railway Hand Signal Lamps, Gate lamps, Brake Van lamps etc All lamps, except Hand Signal and Gate lamps, are exclusively obtained by manufacture from Arakkonam shops. In the case of hand signal lamps and gate lamps the requirements, in excess of capacity, for Southern Railway are ordered on Trade.

(b) and (c). A statement is laid on the table of the Sabha.

## Statement

Type of Lamp	1974-75			1975-76			1976-77					
	Purchase from Trade		Manufactured in Shops	Purchase from Trade		Manufactured in Shops	Purchase from Trade		Manufactured in Shops			
	Qty. in Nos.	Value in Rs.	Qty. in Nos.	Value in Rs.	Qty. in Nos.	Value in Rs.	Qty. in Nos.	Value in Rs.	Qty. in Nos.	Value in Rs.		
Stand Signal Lamp	*NA	N.A.	957	52,157	2452	80,625	698	48,860	1150	33,233	2753	1,92,710
Gate Lamp	*N.A.	N.A.	152	19,988	160	12,000 (Approx.)	160	25,600	35	2,623	139	23,630

\*N.A.-Not Available.

**SHRI O. V. ALAGESAN:** Sir, this workshop is 100 years old. It has become the deliberate policy of the Railway Board to see that this workshop dies a slow death. The Railways have not been feeding it with orders. Sir, you will find from the statement that in the year 1974-75 items like lamps were made by this workshop. Later on in the years 1975-76 and 1976-77 most of the orders have gone to the private trade. It may be said that this is a small item but the main factor remains that this factory contains old machinery which has not been replaced. So, it is not fed with orders. There should be a policy in the Railway Board to see that all the items which can be manufactured there are manufactured there. Secondly, Sir, the lamps made in this workshop last 25 years whereas the lamps which are purchased from private trade last only five years. Will the hon'ble Minister take this into account and see that what can be manufactured in this workshop is manufactured there?"

**PROF. MADHU DANDAVATE:** Firstly, I assure the hon. Member that this workshop will not be allowed to have a slow death or fast death. (Interruptions) No death at all. In reply to part (a) of the main question, I have stated that the Arkonam workshop is meant mainly for the manufacture of points crossings, bridge girders, structurals etc. the workshop is not at all constructed for lamp manufacture and if we divert our production to signal lamps, hand-lamps, etc. the main production will suffer and we shall see to it that production is not allowed to suffer. We are manufacturing hand signal lamps on a small scale and after availing that capacity, balance requirements only are ordered on Trade. However the price of a private trader of Rs. 31.40, 31.50 or 32, as against that our price is Rs. 70, in 1975-76. For the year 1976-77, the price of the private trader was Rs. 27.50 whereas ours was Rs. 70. For 1977-78 the private trader price is Rs. 29.50 and ours is Rs. 49.50. I do not want to bother the House with more details.

**SHRI ALAGESAN:** What about durability?

**PROF. MADHU DANDAVATE:** As far as durability is concerned, the gap is not as wide as the Hon. Members had indicated, namely, the lamps manufactured by private traders last only for five years whereas in the other case they last 25 years. There is some disparity but it is not of that order. Besides, we have to concentrate on the basic things for which Arkonam factory was constructed. I am assure the hon. Member that under no circumstances will this production unit be allowed to suffer, it will continue in strength.

**SHRI ALAGESAN:** I thank the hon. Minister for giving the assurance on the floor of the House that they will not allow this factory to come to harm, so far so good. In other matters, he has been begging the question. He says that this has been put up for points crossings, bridge girders, structurals, etc. My grievance is that even for those articles it has not been utilised to full capacity. There is a lot of idle capacity and there are a lot of workers who remain without work; they are not fully employed. Secondly the old machinery in this factory has not been replaced at all. In answer to my earlier question I was told that the replacements would cost about Rs. 63 lakhs and they have spent only Rs. 11 lakhs and odd. The old machinery should be replaced as early as possible and they should see that the factory and the workers are fully employed. All that the Railway Board has to do is to place sufficient orders on the factory to manufacture items which the hon. Minister says it is expected to manufacture. I ask an assurance from the hon. Minister; I want to know whether he will see that the old machinery is replaced as quickly as possible and that the idle capacity is also utilised.

**PROF. MADHU DANDAVATE:** Firstly, I should like to assure the hon. Member that the capacity of the workshop is being utilised fully to

meet the railway's requirements of points crossings, structurals, etc. One difficulty that he pointed out is correct. For the complete rehaul of the old machinery an investment of Rs. 63 lakhs is necessary. We are trying to make necessary provisions and I can assure him that for want of financial resources the overhauling of that factory will not suffer. One more assurance I can give: on the basis of the availability of resources we will try to have full utilisation of installed capacity of the Arkonam workshop.

**SHRI M. KALYANASUNDARAM.**  
I am glad that the Railway Minister has come out with an assurance that this workshop will be utilised to its full capacity.

But regarding the hand-signal lamp, he made it appear, in the information given by him, that the market purchases were cheaper by more than 50 per cent, and that the lamps produced in the Arkonam workshop cost more than double. Is he aware that such lamps are not produced by the private sector on any commercial basis? They are peculiar only to the Railways. When Mr. Alagesan and myself went to that workshop, we were informed by the workers themselves that the private sector does not produce any lamps. They purchase the condemned lamps from the Railways and repair them and sell them to the Railways. That is why they are cheaper by 50 per cent; and the very next year they come to the same workshop for repairs. If it is a fact, will the hon. Minister enquire into this and see that the hand signal lamps are also produced efficiently at Arkonam?

**PROF. MADHU DANDAVATE:**  
As far as the first part of the question is concerned, we will really enquire in to the matter. If what he has been saying is the state of affairs, it is then really a difficult position; and we will have to check it. I will enquire into it. As far as the second part of the question is concerned, I must repeat that our priority at the

present stage when we want to strengthen maintenance of the railway tracks is that we want to concentrate more on the manufacture of track materials, point structures etc. And at this stage it will not be possible for me to give that assurance as far as signal hand lamps are concerned. We will concentrate on them in the new workshop.

**डा० रामजी सिंह :** क्या रेल मंत्री जी यह बताएंगे कि रेलवे विभाग से जो लैम्प बनाए जाते हैं उस की कीमत 70 रुपये है लेकिन वह 25 वर्ष चलते हैं तो क्या यह सस्ता सौदा नहीं है और क्या जैसा माननीय भ्रमरगेशन साहब ने बताया है कि माडर्नाइजेशन की प्रावश्यकता है, भ्रमर माडर्नाइजेशन कर दिया जाय तो ये मन्ते पड़ेगे ? हम को यह लगता है कि हमारे सभी रेलवे वर्कशाप को यही हालत है। जमालपुर रेलवे वर्कशाप में भी यही स्थिति है कि रोलिंग स्टॉक का माडर्नाइजेशन नहीं हुआ है और वहां कम चीजे हो रही हैं। लगता है कि रेलवे मंत्रालय में कुछ ऐसे लोग हैं जो प्राइवेट एण्टरप्राइजों को मदद करना चाहते हैं। क्या आरकोणम रेलवे वर्कशाप और जमालपुर रेलवे वर्कशाप की भ्रष्टाचार को देखते हुए उन का प्राथमिकीकरण करने पर मंत्री महोदय विचार करेंगे ?

**प्रो० मधु दण्डवते :** जो कार्यवाही के लिए सुझाव है उस पर जरूर विचार करेंगे।

**भुगलसराय नें नया रेलवे डिबीजन**

\* 192. **श्रीमती पार्ष्णी कृष्णन :**  
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने पूर्व रेलवे पर भुगलसराय में एक नया रेलवे डिबीजन बनाया है ;

(ख) क्या उक्त नये डिबीजन के लिए दानापुर डिबीजन से चार सौ कर्मचारियों को भेजने का निर्णय किया गया है ;