

LOK SABHA DEBATES

1

LOK SABHA

Thursday, April 21, 1988/ Vaisakha 1,
1910 (Saka)

The Lok Sabha met at Eleven of the Clock,

[MR. SPEAKER in the Chair]

[Translation]

SHRI V. TULSIRAM (Nagarkurnool): So your tour has been successful.

MR. SPEAKER: Thank you, Sir, I was on your duty.

SHRI V. TULSIRAM: Congratulations, your tour has been successful.

MR. SPEAKER: Whether I am here or elsewhere, I am always at your disposal.

Shri M.V. Chandrashekara Murthy.

ORAL ANSWERS TO QUESTIONS

[English]

Introduction of New Type of Three-Tier Sleeper Coaches

754. SHRI M.V. CHANDRASHEKARA MURTHY:

SHRI H.N. NANJE GOWDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are planning to introduce new type of non air-conditioned three-tier sleeper coaches;

(b) if so, the main features of these coaches along with the details of the scheme prepared in this regard and the trains in which the coaches are proposed to be introduced;

2

(c) in which factory such coaches are proposed to be manufactured and by what time these are likely to be introduced; and

(d) to what extent the commuters will get extra comfort with the introduction of these coaches?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) to (d) Do not arise.

SHRI M.V. CHANDRASHEKARA MURTHY: Mr. Speaker, Sir, because of the negative reply given by the Minister, it would be very difficult for me to put relevant supplementaries. Any way, I would like to put simple supplementaries. At present the difference between the fare of the AC Sleeper coach and the Second Class which is 4 to 5 times more than the fare of the Second class is beyond the capacity of the middle-class passengers. In view of this, I would like to know whether the Railways in the near future will take steps to introduce a new Inter Class between AC Sleeper coach and Second class which can suit the pocket of this class of passengers.

SHRI MADHAVRAO SCINDIA: Sir, there is no such proposal under examination.

SHRI M.V. CHANDRASHEKARA MURTHY: Sir, my Second Supplementary would be whether it is a fact that the Railway Board have already taken initiative in this regard and asked the Integral Coach Factory to draw up the design to suit the three-tier system.

SHRI MADHAVRAO SCINDIA: No, Sir. (Interruptions)

SHRI R.P. DAS: Sir, the Minister might

be aware of the fact that an accident took place yesterday on the South-Eastern Railway. Seven persons were killed and 17 others were injured in a Jasaguda-bound Bilaspur passenger train. The train dashed against a truck parked near the railway track and the people who were travelling on the foot board were killed and injured.

The Minister may also be aware that such things happened when the people were travelling over the roof of the train. It is only because of the fact that the percentage of passenger traffic has arisen to 167%, on the other hand, the percentage of coaches rose only to 125%, leaving a gap of 41%. It is because of this, such accidents are taking place at different times. Would the Minister let us know when such gap will be covered by increasing the passenger coaches on the Railways.

SHRI MADHAVRAO SCINDIA: Sir, though this question is a specific question, about new type of three-tier coach, I would still like to answer the hon. Member. I have to answer from memory and I stand to be corrected. We are producing approximately 1300 to 1400 coaches per annum in the country today and our requirement is between 2100 and 2200 to about 2500 taking into account replacement. Now, due to pressure of demand, we have had to postpone a number of replacements. I would like to make it quite clear that great care is taken from the safety angle, that there is no risk involved. When I talk about replacement, I am talking about the inside of the coach. Many times, things are wanting inside the coach but one has to postpone the replacement because of the exigency of demand. It is for this very reason that a decision was taken to set up a new coach factory at Kapurthala which the hon. Members know, has been completed one day before target, in 24 months. When we go into full production at Kapurthala, we expect to produce about 1,000 coaches which would mean that our production capacity would go up from about 1300 or 1400 at the present level, to about 2600 or so by the time, it goes into full production. In ICF also there is an expansion. Originally, we were producing about 750

and odd coaches. We are expanding it to produce approximately a thousand. So, there will be another 100 or 200 coaches coming from there and which would then, at that time, be sufficient to meet the projected demand.

SHRI CHINTAMANI JENA: May I know from the hon. Minister that in order to reduce heavy rush of commuters in the train, whether there was a proposal before the Railway Board or the Ministry to accommodate more passengers for the present first class coaches be converted to A/C 2-tier and A/C chair cars? If so, what is the plan before the Government. And also is it a fact that by conversion of such first class coaches into A/C 2-tier and A/C chair cars, more passengers can be accommodated and also it would be an earning to the railway exchequer? If so, what is the plan before the Government and the reaction on these points?

SHRI MADHAVRAO SCINDIA: I may again, in all humility, point out that they are again straying from the specific question. But I would again try and answer the hon. Member.

MR. SPEAKER: You are very accommodating.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. V. NARASIMHA RAO): He is straying along with the Members.

SHRI MADHAVRAO SCINDIA: I am trying to be as accommodating as I am expected to be in the matter of coaches.

[*Translation*]

MR. SPEAKER: That means the number of coaches in some trains will be increased by 50.

SHRI P. V. NARASIMHA RAO: But tracks are necessary for trains.

[*English*]

SHRI MADHAVRAO SCINDIA: As far as coach is concerned, incidentally apart from

just the actual number of coaches, we have also rationalised its use. We have brought down the ineffectiveness also in coaches, thereby increasing the utilisation of existing coaches which also has had an impact on increasing the capacity. But to answer the hon. Member, it was generally decided that the AC II tier sleeper is a more convenient mode of travel and many people prefer to travel in it rather than in the I Class and, therefore, in relation to the production of I - Class as opposed to the AC II tier, the emphasis has been placed on the production of the AC-II tier sleeper. We have more or less decided to phase out over a period of time the I-Class coaches. However, there are certain sections where demand does not warrant the AC-II tier sleepers. So, we have decided to produce a very limited quantity of I-Class coaches also.

SHRI RAM SINGH YADAV: In Rajasthan, much dust enters into the coaches and lot of inconvenience is caused to the passengers. May I ask the hon. Minister whether the long-term plan of air-conditioned car system chalked out by the railways would be introduced in the desert areas of Rajasthan only thrice a week? Does the hon. Minister think that there is urgent need to introduce super-fast train and other Express trains in that area?

SHRI MADHAVRAO SCINDIA: The requirements of Rajasthan are part of the general thinking regarding the requirements of the country as a whole and same decisions which pertain to the country as a whole would also pertain to Rajasthan.

[Translation]

MR. SPEAKER: Yes, Ayub Saheb, do you also want to put any question about Junjhunu or Sikar?

(Interruptions)

SHRI MOHD. AYUB KHAN: Mr. Speaker, Sir, in Rajasthan, there is an area called Shekhawati and only two districts come under that area, Jhunjhunu and Sikhar. Only one train runs from Delhi for this area which is called Shekhawati Ex-

press. This train is also famous as Jakhar Express. There is only one link train to this train which runs upto Bikaner. The capacity of this train can cope with only 50 per cent traffic of that area. Will the hon. Minister try to attach some new coaches to that train? Is there a proposal to attach A.C. two tier or three tier coaches to this train?

[English]

SHRI MADHAVRAO SCINDIA: I think we have really strayed very far from the main question.

[Translation]

MR. SPEAKER: As in the game of cricket, the hon. Members also try to hit sixers here.

(Interruptions)

SHRI RAM SINGH YADAV: Three tier coaches may please be attached at least to that train called Jakhar Express which is known in the name of the hon. Speaker. (Interruptions)

SHRI MADHAVRAO SCINDIA: The hon. Member's suggestion has been noted. In this connection, I would like to tell Shri Ram Singh Yadav that mostly metre gauge services are in use in Rajasthan and A.C. two tier coaches were introduced there in 1987-88. 30 additional A.C. two tier coaches have been introduced this year.

[English]

Uniform Rules and Guidelines for Educational Institutions

*755. SHRI JAGANNATH PATTNAIK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal under consideration of government that all educational institutions and teachers all over the country should be governed by the rules and guidelines framed by Union Government; and

(b) If so, the details regarding the policy of Government in this regard?