

on between Rajasthan and Madhya Pradesh. I have already explained in the statement the reasons for the lag in the case of Madhya Pradesh.

**Installation of High Tension Line  
from Manshi to Saharsa**

\*33. SHRI R. P. YADAV : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether there is any proposal under consideration of Government to install High Tension Line from Manshi to Saharsa, a distance of about 17 kms, for rapid industrialisation and all-out progress; and

(b) if so, the broad outlines thereof ?

THE MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) There is no proposal at present under consideration of the Government to install a high voltage line from Manshi to Saharsa.

(b) Does not arise.

श्री राजेन्द्र प्रसाद यादव . मंत्री महोदय द्वांग दिये गये उत्तर से पता चलता है कि "एट प्रेजेंट" सरकार के विचार मे कोई इस तरह का प्रस्ताव नहीं है। अब बिहार देश का सब से पिछड़ा हुआ प्रदेश है और सहरसा उसमे खास तौर से पिछड़ा हुआ इलाका है और उसके औद्योगीकरण के लिए केवल कुछ ही किलोमीटर अर्थात् करीब 17 किलोमीटर हाई टैशन लाइन मशी दु सहरसा इंस्टाल करनी होगी तो क्या सरकार इस दिशा में कुछ करने का विचार कर रही है, यदि हाँ, तो कब तक इसे वह करना चाहती है ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : When I said there is no proposal at present, what I meant was, the State Government has not proposed such a line. But I myself have been studying this problem for some time and I feel that the only difficulty in this regard is

about the river Kosi and we have got to take some steps to overcome that difficulty.

SHRI R. P. YADAV : The Railway bridges are there and the train is running from Manshi to Saharsa. There is no trouble to take the line.

अध्यक्ष महोदय : अपने मूल उत्तर में मंत्री महोदय ने कह तो दिया है कि ऐसा कोई प्रपोजल सरकार के विचाराधीन नहीं है। मंत्री महोदय चाहें तो इस का भी जवाब दे दें।

DR. K. L. RAO : It is interrupted by the river Kosi. At present there is a 11 KV line except for river crossing and for the transmission of power, we require higher voltage, 132 KV and that is what I have been thinking. If my colleague, Mr Hanumanthaiya agrees to permit the line across the bridges, we shall link it up.

**Categories of Railway Officers  
Entitled to Travel in Saloons**

\*34. SHRI S. N. MISRA : Will the Minister of RAILWAYS be pleased to state :

(a) the categories of Railway Officers who are entitled to travel in saloons, inspection cars or 4-wheeler or 6 or 8-wheeler coaches while on tours and transfers;

(b) the categories of Officers who are entitled to the use of air-conditioned saloons;

(c) the authority which can permit the use of saloons/carriage and cases in which permission of the next higher authority is required before these can be hauled; and

(d) whether free services like cooks, bearers are provided in the saloons ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : (a) Sir, while on duty, Assistant and Senior Scale Officers are entitled to use 4/6 wheeler Inspection Carriages and officers of Junior Administrative Grade and above to Bogie Inspection Carriages. Rules do not provide for the use of Inspection Carriages for officers while carrying out transfer.

(b) Chairman and Members of the Board are entitled to the use of air-conditioned tourist cars.

(c) No permission of any higher authority is required for the haulage of inspection carriages according to entitlement, provided the train is not prohibited or restricted for the attachment of Inspection Carriages.

(d) One attendant in the nature of a Caretaker is provided in each Inspection Carriage.

SHRI S. N. MISRA : May I know whether consistent with the statement made by the hon. Minister on the floor of the House, the use of these special privileges has been restricted in the case of officers, where there is availability of staying arrangement at the destination station? May I know whether that statement has been given effect to?

SHRI K. HANUMANTHAIYA : Staying arrangement is not available at every station. There are very many stations which do not have rest-houses or other facilities for the officers to stay. It is a well known practice that these carriages are being used as inspection carriages, for inspection, office work, consultation and discussion. Therefore, the question of accommodation being made available for stay at other stations will prove more costly than the existing arrangements.

SHRI S. N. MISHRA : May I know whether cases have been brought to the notice of the hon. Minister that these carriages are causing inconvenience to the passengers especially when their haulage is done? I have instances to this effect. May I know whether these have been brought to the notice of the hon. Minister?

SHRI K. HANUMANTHAIYA : The existing rules are that bogie inspection carriages are not normally attached to important mail and express trains. Many a time or mostly 4 wheelers/6 wheelers are attached to slow passenger trains or goods trains. So, special precautions.....

SEVERAL HON. MEMBERS : No, no.

श्री इसहाक सम्भली : मिनिस्टर साहब

हाउस को गलत जानकारी दे रहे हैं। मैंने खुद देखा है कि एक ऐसा सैलून एक्सप्रेस गाड़ियों में लगा हुआ है।

श्री हुकम चन्द कसुबाय : सारा परिवार इन सैलून्स में उन लोगों का घूमता है। हजारों किस्से इस प्रकार के हैं।

SHRI K. HANUMANTHAIYA : Hon. Members have misunderstood what I am saying. I am quoting the rules. As regards what the practice is, I shall deal with it a little later.....

AN HON. MEMBER : So, he is coming to the violation now.

SHRI K. HANUMANTHAIYA : The rules are such that inconvenience to passengers is not allowed or contemplated. If there are any violations of these rules, we shall be able to deal with such cases, and hon. Members are free to write to me whenever they see a case of misapplication of this rule.

श्री इसहाक सम्भली : अध्यक्ष महोदय, मैंने खुद इस तरह के सैलून्स को एक्सप्रेस गाड़ियों में देखा है। मिनिस्टर साहब हाउस को गलत बतला रहे हैं।

MR SPLAKER : Now, he is attaching a goods train to the passenger train.

SHRI ATAL BIHARI VAJPAYEE : That is better than causing a derailment.

SHRI PRIYA RANJAN DAS MUNSI : In view of our approach to a socialist society, will the hon. Minister give a categorical answer that the privileges of saloons will be immediately stopped for all officers in the railways?

SHRI PILOO MODY : Also private Boeings.

SHRI K. HANUMANTHAIYA : If they are construed as special privileges, then the observations made by my hon. friend would apply. Here, it is a question of.....

**AN HON. MEMBER :** Normal privileges

**SHRI K. HANUMANTHAIYA** It is not a privilege. It is a question of facility for official work. The House has to see whether these facilities are required for officers to discharge their duties.

**SHRI DINEN BHATTACHARYYA** Why not have a separate compartment and do away with air-conditioning?

**SHRI K. HANUMANTHAIYA** Whether it is a separate compartment or a separate carriage is a distinction without a difference. Whether air-conditioned coaches should be allowed on a large scale is really the matter to be considered. I find from the statistics that air-conditioned coaches are very few when compared to inspection carriages which are ordinary coaches.

**SHRI PRIYA RANJAN DAS MUNSI** The answer is unsatisfactory. If the jawans can discharge their duty without any facilities, why cannot the railway officers discharge their without the saloon? The Minister is advocating their case.

**SHRI S. M. BANERJEE** The hon. Minister has replied that the rules are that these coaches should be attached to goods trains but we have seen that they are never attached to goods trains but to express and mail trains, sometimes even by curtailing the number of third class bogies etc. I agree that for inspection purposes they may have to have special facilities for consultation. But why should consultations be held in the presence of their family members? If they want consultation with them, that can be done at home, not in the coach. Have any instructions issued to see that they do not take their families with them while discharging their official duties?

**SHRI K. HANUMANTHAIYA** I would like to draw the hon. member's attention to the fact that the air-conditioned coaches are only a few, about 14 in number, as against 1000 and odd inspection carriages.

**SHRI S. M. BANERJEE** The families are more than the coaches.

**SHRI K. HANUMANTHAIYA** According to the rules, only the wife can go with the officer on such tours. In case one child or two children are taken, I do not think we should be so hard-hearted as to separate the family for any length of time.

**SHRI P. R. SHENOY** Is the Railway Minister entitled to travel in air-conditioned saloon, and if so, in which trains? Is it only in goods or any other trains also?

**SHRI K. HANUMANTHAIYA** According to the rules, all the Cabinet Ministers enjoy the same travel facilities. Though the Railway Minister is entitled to a separate saloon as the members of the Railway Board, this facility is not being used in conformity with the convention established.

**MR. SPEAKER** Otherwise, he will refuse to come out of it.

**श्री नरसिंह नारायण पांडे** हम बान को देखते हुए कि हाउस में इस बात पर बहुत रिजेटमेंट है कि जिन स्पेशल रेलवे कोच का इन्स्टीमल रेलवे आफिसर्स के द्वारा किया जा रहा है उनका मिम्यूज हो रहा है, और मंत्री महोदय के बबान के मुताबिक उनके पाम इन्स्टीमेट है इस बात के, जैसे रेलवे बोर्ड के चेअरमैन की कंरज एक ऐसी ट्रेन में लगाई गई थी जो कि गुड्ज ट्रेन नहीं थी, एक्सप्रेस थी, क्या मंत्री महोदय इस बात का स्पेशिफिक जवाब देगे कि क्या वह सैलूनस को विघड़्डा करने जा रहे है तानि आफिसर्स के द्वारा उनका मिम्यूज न हो सके ?

**SHRI K. HANUMANTHAIYA** I am aware that the hon. member's opinion is the opinion of the whole House almost. Whenever there is misuse, I am certainly going to take action.

**SHRI NARSINGH NARAIN PANDEY** My question is specific and I am not satisfied with his answer.

**MR. SPEAKER** He has given a specific answer.

**SHRI ISHAQ SAMBHALI :** What about withdrawal of the facility ?

श्री इश्टल बिहारी बाजपेयी : इस बात को ध्यान में रखते हुए कि रेल किरायों में वृद्धि करने के बाद भी रेलों में मुमाफियों को जगह नहीं मिलती है, और इस बात को भी ध्यान रखते हुए कि अगर सारे सैलून बन्द कर दिये जायें और यात्रियों के बैठने के लिये उन का उपयोग किया जाये तो दो सौ नई गाडियाँ चल सकती हैं, क्या मंत्री महोदय सारे सवाल पर नये सिरे से विचार करने का वादा करेंगे ?

**SHRI K. HANUMANTHAIYA :** The hon. Member should know that these saloons or inspection carriages are not attached to each and every train. It is only when work warrants that these coaches are attached or detached as and when required. Therefore, it is not a general question. Even so, I shall take the opinion of this House into consideration and see that these things are not misused; and that the use of saloons does not come in the way of passenger facilities and amenities.

#### Requirement and Production of Wagons in India

\*35. **SHRI S. P. BHATTACHARYYA :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of wagons required in our country every year and the number actually produced every year;

(b) the percentage of wagons produced in West Bengal;

(c) the exact number of wagons that are at present being made in the Engineering firms in West Bengal; and

(d) the proposed number of wagons to be ordered for making this year in West Bengal's Engineering firms ?

**THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI MOHD.**

**SHAFI QURESHI) :** (a) The number of wagons required by the Railways varies from year to year depending on the needs of traffic and likewise the number of wagons actually produced is also varied from year to year, the approximate number produced in 1970-71 being 9000 in terms of four-wheeler units;

(b) During the year 1970-71, out of the total number of wagons actually produced in private sector, about 57% were produced by the private wagon builders in West Bengal. During the first six months of 1971-72, this percentage has increased to about 64%;

(c) The average monthly number of wagons turned out by the West Bengal private sector wagon builders during the six months from April 1971 to September 1971 was 328 in terms of four-wheelers;

(d) About 5000 wagons in terms of four-wheelers during the year 1971-72 excluding wagons to be manufactured against outstanding orders

**SHRI S. P. BHATTACHARYYA :** Is there no difficulty due to shortage of wagons in the coalfield areas, because of which coal could not be properly transported to the consumers ?

**SHRI MOHD. SHAFI QURESHI :** The question was about the production of wagons. The hon. Member is asking about the availability of wagons. The availability of wagons to coalfields has been increased and we are trying to improve the availability of wagons to coal fields.

**DR. RANEN SEN :** The hon. Minister said just now that last year about 57 percent of wagons was produced in West Bengal. Is it a fact that during the last few years most of the engineering firms that were producing wagons in West Bengal which have proved very good wagon building workshops are mostly lying idle because the Railway Ministry refused to place orders on such firms as a result of which there are a large number of closures and lay-offs ?