

**Punctuality of Trains on Eastern Railway**

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\*1472. { Shri Ghosal;  
Shri B. Das Gupta:

Will the Minister of Railways be pleased to state:

(a) whether there has been any improvement in running time of the suburban trains of the Eastern Railway after electrification; and

(b) if so, what?

The Deputy Minister of Railways (Shri S. V. Ramaswami): (a) Yes.

(b) The Howrah-Bandel Local trains which are scheduled to stop at all stations have been accelerated by 19 minutes and those which are not scheduled to stop at all stations by 11 to 18 minutes.

Shri Ghosal: What is the number of electric trains and the ordinary trains running at present?

Shri S. V. Ramaswami: The number? I am sorry I have not got the figures; if a separate question is put, I shall give them.

Shri B. Das Gupta: May I know whether there is any improvement in the running time of the steam trains in the Howrah as well as in the Sealdah division?

Shri S. V. Ramaswami: I can only give some figures with regard to the punctuality of performance of the suburban trains of the Howrah division. For the months of December 1957, January 1958...

Mr. Speaker: Are they steam engines?

Shri S. V. Ramaswami: Steam engines and electric engines; I am giving the comparative figures for December 1957, January, 1958 and February, 1958. For steam, the percentage of suburban trains not losing time to the total number of trains for December, 1957 is 61.9 and for electric it is 63.8. For January 1958, the percentages are

74.8 for steam and 83.7 for electric. For February, 1958 the percentages are 70.3 for steam and 88.1 for electric.

Shri D. C. Sharma: Cannot this information be found in the library?

Mr. Speaker: Order, order. I will not allow such kinds of interruptions. The hon. Member is a senior Member here. That is an aspersion against me. It is I who say that I cannot allow any references to any questions being put and even if they are put here inadvertently, it is open to the Minister to say that the material is available in the library. It is open to the hon. Minister to say that. Let the hon. Member think over it. He is a professor also; I do not think he would advise any of his students to follow his example so far as such matters are concerned. It is not right. As many as 14 States are trying to follow your example.

Shri D. C. Sharma: I am sorry.

Mr. Speaker: I am sure the hon. Member never meant it seriously.

Shri S. V. Ramaswami: I might add that punctuality was seriously affected by the work of electrification, which affects the efficiency of the control circuits. But the things are improving very rapidly.

Shri Feroze Gandhi: Just now the hon. Minister read out some comparative percentages. May I know whether the percentage of trains not losing time is the same as the percentage of trains which arrive in right time?

Shri S. V. Ramaswami: I have got only these figures; the figures my friend wants are not here.

Shri Rampure: May I know what steps were taken to improve the punctuality of trains?

Mr. Speaker: Punctuality is there.

Shri S. V. Ramaswami: Whatever measures are necessary are taken—to improve the signalling, to speed up the trains so that they may be quick and on time.

**Mr. Speaker:** Hon. Members know that all these steps must have been taken before the hon. Deputy Minister came into office.

**Shri B. Das Gupta:** In view of the fact that the passenger traffic is heaviest in the Sealdah division, may I know whether the diesel engine will improve the timing or not?

**Shri S. V. Ramaswami:** Electric trains are far superior to the diesels and I am sure electrification will improve it.

**An Hon. Member:** That is not the question.

**Shri Shah Nawaz Khan:** The hon. Member knows that the scheme for electrification of Sealdah division has also been approved and as soon as circumstances permit and the material is available we will start the electrification of the Sealdah division.

**Shri B. Das Gupta:** My question is, it is found always that the trains are late and there is harassment of the passengers and the trains are detained. Now, until the electrification is affected, till that time...

**Mr. Speaker:** I cannot allow a lecture or debate on this. Let him put the question straight.

**Shri B. Das Gupta:** I want to know whether the replacement of the diesel engine will improve matters or not, because...

**Mr. Speaker:** No question of 'because'.

**Shri Shah Nawaz Khan:** There is no doubt that the introduction of diesel engines would improve matters. But the hon. Member is aware that diesel locomotives are not produced in the country and that involves an element of foreign exchange; we are trying to avoid that.

**Shri B. Das Gupta:** Diesel engines are in use in the Gaya division.

**Mr. Speaker:** Diesel engines are not manufactured; they may be used.

**Shri Dasappa:** May I know what facilities the railway authorities have provided for passengers who miss the trains at the junction?

**Mr. Speaker:** He is going from one thing to the other. Next question.

**Shri Dasappa:** In U.K. they have run a special train for a single passenger.

**Shri Feroze Gandhi:**—

**Mr. Speaker:** I am sorry; I looked at the hon. Member, but he did not rise.

**An Hon. Member:** He did rise.

**Mr. Speaker:** Not now, after I have called the next question.

#### Indigenous System of Medicines

\*1474. **Shri Tangamani:** Will the Minister of Health be pleased to state:

(a) whether there is a scheme for developing the indigenous medicines like the Siddha form;

(b) the help given for the development of the same;

(c) whether any proposals were received in this regard from the Madras Government; and

(d) if so, the action taken thereon?

**The Minister of Health (Shri Kar-markar):** (a) and (b). In the scheme included in the Second Five Year Plan for the development of Ayurveda including Siddha, Unani, Homoeopathy and Nature Cure Systems Central assistance is given on the following basis:

(1) Grant in aid to meet the recurring cost of maintenance of research beds in selected institutions for approved research schemes at the rate of Rs. 2000 per bed per annum.

(2) Grant-in-aid for ad hoc research schemes on merits of each scheme.