

far as controlling by foreigners is concerned I have already stated in answer to the previous question that there is only one company of which the managing director is a foreigner

Run-away Engine

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*1769 { Shri Raghunath Singh:
Shri P. C. Borooah:

Will the Minister of Railways be pleased to state

(a) whether it is a fact that the Assistant Station Master of Powai near Margherita (Assam) jumped into a engine without driver on 22nd March, 1959 to avert a major accident, and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy). (a) and (b) At about 07 35 hours on 22nd March, 1959, Engine No 1829 WD while being watered at the water column of Ledo Station, suddenly started moving towards Dibrugarh. The Engine Cleaner who happened to be on the Engine Tender on noticing the Engine moving without crew jumped off and sustained some injuries. The Engine went forward and passed through Bargola and Margherita stations and while it was entering Powai station the Station Master, Powai jumped into it and brought it to a stand at the station.

Shri Raghunath Singh: What award is the Government thinking of giving for the heroic deed of this Assistant Station Master?

Shri S V Ramaswamy: It is intended to give about Rs 250

Shri Raghunath Singh. It is very small

Shri Palaniyandy: Is there any ghost to drive the engine?

Shri S V. Ramaswamy: I am not aware of any

Mr Deputy-Speaker. Does he propose to have some enquiry committee instituted into that?

Shri P C. Borooah: May I know what distance the un-manned engine travelled and how many stations it passed?

Shri S V. Ramaswamy: I said, it passed two stations

Shri P C. Borooah: Distance?

Shri S V. Ramaswamy: The timetable may be checked up; I am sorry

Abolition of Second Class on Railways

*1770. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to state:

(a) whether any firm date has been fixed for the abolition of the Second Class for passenger traffic,

(b) if not, the reasons therefor, and

(c) when a decision is likely to be arrived at in this regard?

The Deputy Minister of Railways (Shri Shahnawaz Khan). (a) No firm date has been fixed

(b) and (c) Second Class is being abolished gradually and by stages. The phasing of its abolition is linked up with the provision of sleeping accommodation for third class passengers. Three types of third class sleeping coaches are being tried out and when a decision is taken as to which of them is to be adopted as the standard and the required number of such carriages are built, further abolition of second class will be effected

Shri T B Vittal Rao: One of the reasons stated is that until sleeping accommodation is provided in third class, this question cannot be taken up. May I know whether a passenger can claim sleeping accommodation in second class at present?

Shri Shahnawaz Khan: He cannot claim sleeping accommodation, but very often he does get sleeping accommodation

Shri T. B. Vittal Rao: The hon. Minister has stated that second class is being gradually abolished or withdrawn. Out of 36,000 miles of railway track, may I know the total track mileage on which the second class has been abolished?

Shri Shah nawas Khan: The hon. Member is aware that with effect from 1st April, 1956, second class was withdrawn from all branch lines. Then, from 1st April, 1957, it was withdrawn from steam traction suburban sections. The only area now left is on the main lines. If we were to withdraw second class from the main lines, we would incur a loss of approximately Rs 48 lakhs annually. I am sure the hon. Member does not want that.

Shri Anurobindo Ghosal: May I know whether Government have received complaints from the suburban passengers of Calcutta against the abolition of the second class?

Shri Shah nawas Khan: Sometimes, we do receive representations.

Shri Thirumala Rao: Is it a fact that on the long-distance trains such as the trains between Madras and Bombay, between Madras and Delhi, between Calcutta and Bombay etc. the second class is quite popular with the lower middle class and the middle class people?

Shri V. P. Nayar: Has the hon. Member ever travelled in that?

Shri Shah nawas Khan: That is quite so.

Shri Dasappa: May I know how many changes have been effected in these classifications during the last eight or ten years, and whether we can take it that this is going to be the last of it for some length of time at least?

Shri B. K. Galkwad: May I know the reason for the abolition of the second class?

Shri Tyagi: Socialistic pattern of society.

Shri Shah nawas Khan: The main reason was the demand for reducing the number of classes by this House.

Shri Tyagi: Classless society.

Shri B. K. Galkwad: The hon. Minister could have started from the first class, but he has started from the middle ..

Mr. Deputy-Speaker: The hon. Member is entering into an argument.

Shri T. B. Vittal Rao: The hon. Minister has stated that withdrawal of second class would mean loss of revenue to the railways. May I know whether it is fair to collect more charge without giving further amenities?

Mr. Deputy-Speaker: Order, order. That would be a matter of opinion and of argument.

Foreign Tourists and Foreign Exchange earned from them

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*1771 { **Shri Ram Krishan Gupta;**
Shri R. S. Tiwari;
Shri Manabendra Shah;
Shri Kodiyaa;
Shri Warior;

Will the Minister of Transport and Communications be pleased to state:

(a) the number of foreign tourists who visited India during 1958-59,

(b) the amount of foreign exchange earned from them,

(c) how do these figures compare with those of the last year, and

(d) the steps taken to attract more foreign tourists to the country?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Tourist statistics are compiled for each calendar year. Foreign tourists who visited India during 1958 were 92,202.

(b) Figures of foreign exchange earned on travel account are assessed by the Reserve Bank of India at the