

Shri M V Krishnappa: Yes, Sir. There is a plan according to which in the Second Plan period, we have to bring under teak cultivation 90,000 acres. Especially the area referred to by the hon. Member, Nilambur area is best suited for that and it is being grown there. One of the best teaks is grown, and help is being given.

Shri Ranga: Are any steps taken to see that the plantations are carried on? Is the progress being watched by any officer going from the Centre from time to time?

Shri M. V. Krishnappa: The States send fortnightly and monthly reports about the progress. Some of our senior officers of Forest go round and have a look at the various plantations.

Shri C. K. Bhattacharyya: What is the cost per acre of teak cultivation in Orissa, and what is the cost per acre in other States that the Government has taken up?

Shri M. V. Krishnappa: In Orissa it costs for 5000 acres Rs 2,40,000. In other States also, it depends upon the area, it costs almost the same amount.

Shri Tangamani: Out of Rs 67 lakhs which were sanctioned for the year 1958-59, how much has been spent by the Orissa Government?

Shri M. V. Krishnappa: It is too early to say what they have spent last year.

Third Class Tourist Cars

*2078. **Pandit D. N. Tiwary:** Will the Minister of Railways be pleased to state:

(a) whether any steps have recently been taken to provide additional 3rd Class Tourist Cars and Tourist special trains;

(b) if so, the number of third class Tourist cars ordered for construction, and the number of Tourist special trains arranged for 1959, and

(c) the parties with whom orders have been placed for manufacture of the third class Tourist cars?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) 36 Broad Gauge and 16 Metre Gauge 3rd Class Tourist Cars have been ordered for construction during the Second Five Year Plan. During the period 1959 to 1963, 20 Tourist special trains have been run—9 for foreign tourists, 8 for kisans, 2 for pilgrims and 1 for students.

(c) The 36 Broad Gauge Tourist Cars are being built by South Eastern Railway departmentally. As regards Metre Gauge, 10 have been built by M/s Kays Construction Company (P) Ltd., Calcutta, and the balance 6 by M/s Noorulla Ghazanaffarulla, Allahabad.

Pandit D. N. Tiwary: May I know whether the income from these Tourist specials covers all the expenditure or there is any loss?

Shri Shahnawaz Khan: We do not work out the income and loss separately for each Tourist car. But, by and large, they serve the purpose for which they are made.

Mr. Speaker: He wants to know whether it is a profitable concern. They do serve the purpose of carrying passengers from one part of the country to another.

Shri Ranga: It serves tourism.

Shri Shahnawaz Khan: They encourage tourism.

Mr. Speaker: He wants to know about the financial implications.

Shri Shahnawaz Khan: We do not work out the financial implications separately for each compartment and that sort of thing. We work it out for the Railway as a whole.

Mr. Speaker: Special cars are run.

The Minister of Railways (Shri Jagjivan Ram): I may add, though it is not worked out separately, on the whole, we do not run these cars.

riages at a loss We see that it meets the cost of haulage and other things There is no loss on that

Shri D. C Sharma: I find that special tourist cars for students have been as low as one May I know why it is so—why this number has been so low—whether the amenities provided to the students are not adequate to attract them?

Shri Shah Nawaz Khan: The hon Member probably missed my reply This was for the period from January to March, which is a very busy period for the students But, in other periods when the students have more leisure, we run more trams for the students The answer I gave was specifically for the period from January to March

Shri Bishwanath Roy: May I know whether the Government propose to increase the number of special trains for the tourists?

Shri Jagjivan Ram: There is no proposal because that will depend upon the number of tourist cars at our disposal

Shri S. M. Banerjee: May I know whether there are private agencies also which are running these trains in co-operation with the Railways? They pay some money to the Railway department and run special trams for pilgrims What is the amount that is paid by them? May I know whether such trams cannot be run by the Railways themselves and money derived from out of it?

Shri Shah Nawaz Khan: It is wrong to say that any private parties run trains because the actual running operation is by the

Shri S. M. Banerjee: Running means conducted by private agencies, like the KUNDU Special

Mr Speaker: The hon Member must be able to understand the question It is so simple There are Yatra specials coming almost every month during this season As soon as Spring starts, from Cape Comorin to

the Himalayas, Yatra Specials go round the country He wants to know whether they are not making any contribution What is behind the back of his mind is, if they are making contributions, why not the Railways themselves run these trams and make profit.

Is not the hon Minister aware of yatra specials?

Shri Shah Nawaz Khan: Of course, I am aware

Mr Speaker: There is a 'Ranga Special' also There is a kisan special by name 'Ranga Special'

Shri Shah Nawaz Khan: The House is fully aware of the concessions that we allow for trains carrying kisans, industrial labour and the students We do receive certain request from certain agencies who organise pilgrim specials, and sometimes even kisan specials, but the concessions which the railways allow to them are the ordinary concessions which are given to anybody

Mr Speaker: I am afraid the hon Minister has missed the question Is not the Railway Administration making a profit by running these specials in aid of the private agencies, and if so, why should the hon Minister hesitate to say whether their own specials are producing any profit or not? Apologetically, it is said by the senior Minister that at best it may be balancing Hon Members want to know why it should be so

Shri Jagjivan Ram: The position is this, that when we run ordinary specials ordinary fares and charges are charged It is only in the case of kisans, students, and recently in the case of industrial workers when the parties are sponsored by the State Governments concerned, that the standard concessions are given In no other case is the concession given

Shri S. M. Banerjee: There is a man called Kundu who runs a Kundu Special He is charging Rs 200 to Rs 300, and he is giving the worst type of food The pilgrims are most-

ly all widows; even my mother and others travel in this train and face this trouble. May I know why Government do not run such special trains?

Shri Jagjivan Ram: As is well known, some enterprising persons organise and provide certain facilities to the passengers travelling by these specials. When we provide these specials as I have said, for normal specials, normal fares are charged.

Mr. Speaker: The hon. Member only wants to know whether the Railway Administration itself may not start these pilgrim specials and provide good food for the pilgrims.

Shri Jagjivan Ram: We can provide the food, but it will be very difficult to organise them and collect about three hundred to four hundred persons. They advertise, collect persons and provide certain facilities. I do not think the railways will be in a position to undertake that.

Shri C. K. Bhattacharyya: May I know whether the attention of the hon. Minister has been drawn to complaints appearing in the newspapers from passengers in these specials that they are not provided with all the requirements that had been promised to them when their passage was secured? Complaints like these have appeared in the newspapers after the tours have finished.

Shri Shah Nawaz Khan: We try and provide all the amenities that we promise. Sometimes, it happens—the main complaint that has been received is—that the kitchen car has not been provided. Where we cannot provide a proper kitchen car, we attach a wagon in which there will be space for cooking meals. That is the only complaint that we have received. As regards the other complaints regarding water etc. we make arrangements everywhere in respect of those things.

Shri D. C. Shrama: Is there any truth in what the hon. Member has said that that special is only for widows?

Mr. Speaker: Order, order.

Shri Jaipal Singh: There should be bachelor specials also.

Mr. Speaker: The hon. Minister may consider the desirability of running a special for Members of Parliament for going round all over the country.

Shri Jagjivan Ram: It can be run. There will be no difficulty.

Rail-Road Competition

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*2079. { **Shri Harish Chandra Mathur:**
 { **Shri Ram Krishan Gupta:**
 { **Shri Morarka:**

Will the Minister of Railways be pleased to refer to the reply given to Special Question No. 188 on the 4th March, 1959 and state—

(a) whether the question of rail-road competition has since been examined in consultation with the Planning Commission and the Ministry of Transport and Communications;

(b) if so, the main decisions arrived at, and

(c) what steps Government propose to take to secure better returns?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) to (c). The matter is still under consideration.

Shri Harish Chandra Mathur: What are the problems posed by competition from road transport, and what is the Railway Ministry's attitude and what are their suggestions in respect of these?

Shri S. V. Ramaswamy: It was only on 4th March, 1959 that the hon. Member had tabled a similar question, and he was given the answer that the discussion was going on between the Planning Commission, the Ministry of Transport and the Ministry of Railways. It is too soon to expect any outcome.

Shri Harish Chandra Mathur: My question is different. What are the problems which have been posed by competition from road transport, and