

Government. But if the Madras Government approaches the Central Government officially with regard to the implementation of the decision as arrived at at that Conference, the Central Government will take necessary action.

Shri Balakrishnan: The hon. Minister has said that a conference was held and certain recommendations and decisions were made at that conference and that that decision was accepted by the Mysore Government. But the Mysore Government has not sent a reply yet. What was the decision that had been taken at that time?

Shri Hathl: I can lay a copy of the decisions on the Table. There are four or five long ones.

Shri N. R. Muniswamy: After several conferences and discussions that ensued between the two Governments, the hon. Minister, Shri Ibrahim, had undertaken to use his good offices to bring about some agreement between these two Governments and remove the difficulties.

Shri Hathl: There is no difficulty. But if the Madras Government approaches the Central Government we will see that the decisions, if any that are not implemented, are implemented.

Shri Viswanatha Reddy: Apart from the sharing of these Palar waters, may I know whether the Government of Andhra have pointed out difficulties to the Centre with regard to the working of what are called the Palar Basin Rules, which were framed long ago and under which even wells are not to be dug in the basin somewhere near the river with the result that the ryots are put to very great difficulties? May I know whether there is any need to revise those rules as is being pointed out by the Government of Andhra?

Shri Hathl: I do not think that arises out of the agreement between Madras and Mysore about the use of water. For answering that I would require separate notice.

36(A)LS-2.

Mr. Speaker: Hon. Member may be equally interested as the other hon. Members, who have tabled the question, are. But what is the use of asking this question on some other question?

Passenger Amenities on N.E. Railway

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*1233. { **Shri Bishwanath Roy:**
Shri Raghunath Singh:
Shri Umrao Singh:
Shri Sinhasan Singh:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some of the essential facilities like water, lavatory etc. provided previously in trains to the passengers of the Railways have been stopped in some branch lines of the North Eastern Railway; and

(b) if so, whether the attention of Government has been drawn to the hardships faced by the railway passengers of these branch lines on the North Eastern Railway?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir. It is a fact that the lavatories in some of the branch line services on the North Eastern Railway, not exceeding 30 miles run, have been blocked up.

(b) Four written representations against this step have been received till the 15th of March 1960.

Shri Bishwanath Roy: Why have the passengers on these concerned trains been deprived of the essential facilities which were enjoyed by them till now?

Shri S. V. Ramaswamy: The main consideration is that these lavatories have been misused by outsiders when the rakes are in the yards and it is difficult to keep a check. Therefore they have been blocked up.

Shri Bishwanath Roy: May I know whether Government have got any idea of the number of passengers who travelled by these trains last year?

Shri S. V. Ramaswamy: I am sorry. I do not have the figures.

The Minister of Railways (Shri Jagjivan Ram): The number of passengers may be quite large. But the main point to be taken into consideration is that the runs are very short ones extending from 5 miles to 23 miles. These are short-run trains on which the lavatories have been sealed.

Shri Bishwanath Roy: May I know whether Government have enforced this policy of depriving the passengers of these essential facilities on any other Railway or only on this one?

Shri Jagjivan Ram: As a matter of fact, on many suburban and electric trains where the runs are short ones, these lavatories are not provided.

Shri Bishwanath Roy: May I know..

Mr. Speaker: How many questions? **Shri Raghunath Singh,** I think, is also one of those who have tabled the question.

Shri Raghunath Singh: May I know whether the supply of water at these stations will be continued or not?

Shri Jagjivan Ram: The lavatories only have been sealed. The stations have not been closed and no facility at the stations has been withdrawn.

Mr. Speaker: It is only in regard to the trains.

श्री जगदीश प्रबन्धी : क्या मंत्री महोदय यह बताने का कष्ट करेंगे कि उत्तर पूर्व रेलवे की किन किन जंक्शन लाइनों पर यह सुविधा बन्द कर दी गयी है, और उसके साथ ही साथ इस सुविधा को हटाने के पश्चात् यात्रियों की इन दैनिक आवश्यकताओं की पूर्ति के लिए क्या कोई दूसरा प्राक्कृतिक प्रबन्ध किया गया है ?

Shri S. V. Ramaswamy: I shall read out the sections. They are eight in number. They are Mathura Cantonment to Vrindaban—eight miles; Mankapur to Ayodhya Ghat—21 miles; Bhatni to Barhaj Bazar—21 miles;

Madhosingh to Mirzapur Ghat—8 miles; Maharaj Ganj to Daronda—4 miles; Bhiknathoree to Narkatiaganj—23 miles; Bhagalpur to Barari Ghat—5 miles; and Raxaul to Sagauli—19 miles. Time taken.... (Interruption).

Shri Jagdish Awasthi: The other part of the question has not been answered. I asked about the other alternatives.

Shri Jagjivan Ram: I do not think that for these short runs of 5, 8 or 21 miles any alternative on the train is necessary. If anybody has that call of nature the stations will be there and he can satisfy himself.

Shri Hem Barua: May I know.... (Interruption).

Shri Bishwanath Roy: One question only.

Mr. Speaker: I have allowed a number of questions.

An Hon. Member: It is a very important question.

Shri Vajpayee: The question relates to my constituency.

Mr. Speaker: Next question. (Interruption). Order, order.

Shri Braj Raj Singh: May we know the idea behind it? (Interruption).

Mr. Speaker: Order, please. I am really surprised at this. The hon. Minister says definitely that these are all short runs.

Shri Jagdish Awasthi: 21 miles.... (Interruption).

Mr. Speaker: Does 21 miles run take three hours?

An Hon. Member: At least two hours.

Shri Vajpayee: Certain trains start in the morning and the calls of nature are frequent in the morning..... (Interruption).

Shri Jagjivan Ram: If it starts in the morning it is presumed that passengers come to the train..... (Interruption).

Shri Bishwanath Roy: In view of the slow speed of trains in the North Eastern Railway, may I know whether the Government would reconsider the question or the desirability of providing some difficulty in future?

Mr. Speaker: He may consider the one relating to 21 miles. Out of the seven or eight, he may reconsider the matter in regard to 21 miles run.

Shri Sadhan Gupta: 19 and 21.

Shri Hem Barua: On a point of order, Sir. The hon. Deputy Minister has said in his reply that these water and lavatory facilities in the trains have been stopped because of the fact that they are misused by outsiders. I think the stoppage of these facilities because they are misused by outsiders cannot be the only remedy. I want your guidance in regard to this.

Mr. Speaker: My guidance is that there is no point of order in this. Whatever he might have said, in a running train no outsider will misuse it. But when the trains stop at a particular station, they may misuse. Therefore, whatever it might be, the hon. Minister, Shri Jagjivan Ram, has explained that these are short-run trains. Then he is prepared to consider with respect to 19 miles and 21 miles runs and not 4 miles run.

Shri Jagjivan Ram: I am prepared to consider as suggested by you, Sir, and also in regard to any case where it is likely to cause any inconvenience to passengers. But if it is not, it is not.

Shri Jagdish Awasthi: Half-an-hour discussion should be allowed on this question.

Mr. Speaker: Let us see. Next question.

Closure of Quarries at Pakur

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*1234. { Shri P. G. Sen:
Shri Jhulan Sinha:
Shri Bholanath Biswas:

Will the Minister of Railways be pleased to state:

(a) whether Government have received any information regarding the intended closure of quarries by owners at Pakur (Bihar) due to non-availability of wagons ex Pakur; and

(b) if so, the causes of its scarcity of wagons?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, a letter dated 2-3-60 was received on 5-3-60 from the Quarry Owners' Welfare Association, Pakur, to the effect that the Quarry Owners would be forced to close down their business from 9-3-60 in the absence of any assurance or regular supply of full quota of wagons per day.

(b) The main cause of the Railway's inability to supply wagons to meet the full demand for the movement of stone from Pakur is the sudden spurt in the demand for wagons since December '59 which coincided with the general increase in demand all over the country. The position has, however, since improved and the demands are now being met as far as possible upto the full quota.

Shri P. G. Sen: May I know whether in view of the fact that the quarry workers live from hand to mouth the short supply of wagons per day by Railways is to enable the contractors to reap a harvest at the lowest rates in violation of the Minimum Wages Act?

The Minister of Railways (Shri Jagjivan Ram): I do not know how this question arises. It is only a question of the supply of wagons and not of wages.

Mr. Speaker: The hon. Minister is not the Labour Minister.

Shri P. G. Sen: Is it a fact that even when there is a supply of