

inspections carried out by the inspecting agencies to whom inspection work of rolling stock ordered abroad has been entrusted.

(c) Does not arise.

Shri P. G. Deb: What was the total amount sanctioned for this purpose?

Shri S. V. Ramaswamy: I would require notice.

Shri P. G. Deb: Can't our Commercial Attaches in these countries 'look after this work'?

Shri S. V. Ramaswamy: No, Sir; it will be difficult. It is a highly technical matter and only Railway people can do it.

Shri Sadhan Gupta: May I know what these railway officials are expected to do in those countries—the nature of the job that they are expected to fulfil?

Shri S. V. Ramaswamy: I have already given it in my answer to part (b) of the question where I have said:

"To function as Liaison Officers exercising 'oversight' over the inspections carried out by the inspecting agencies to whom inspection work of rolling stock ordered abroad has been entrusted."

Dr. Ram Subhag Singh: May I know whether with the establishment of new coach and rolling stock factories in the country our purchases in foreign countries will go on increasing so as to justify the establishment of these two offices in foreign countries?

Shri S. V. Ramaswamy: If our internal indigenous production increases and there is less of demand for import, naturally the staff also will be reduced.

Dr. Ram Subhag Singh: My question is whether in the coming year our purchases of rolling stock and coaches will go on increasing? With

the setting up of these two offices at Bonn and Zurich some expenditure will have to be incurred. If our purchases are not going to increase, are we justified in setting up these two offices in foreign countries?

The Minister of Railways (Shri Jagjivan Ram): The purchases naturally will decrease as time goes on, because even at present we are not importing steam locomotives or coaches. But we are importing electric locomotives, and so long as orders are being placed there and goods are to be received inspection will have to be carried out. As soon as there is not much inspection work, naturally, the staff will be reduced there.

whether these offices shall be work-

Shri Braj Raj Singh: May I know in collaboration or in co-ordination with the Commercial Attaches there, or shall they be working independently of the Commercial Attaches?

Shri S. V. Ramaswamy: No, Sir. The set up is, there is a Railway Adviser attached to the High Commissioner's Office and this officer shall be working under him.

Dustless and Smoke-Free Travel

*855. **Shri Sonavane:** Will the Minister of Railways be pleased to state:

(a) whether there is any scheme before Railway Board to make railway travel dustless and smoke-free;

(b) if so, the details thereof; and

(c) if not, the steps Government propose to take to prevent heavy inflow of dust into the carriages even after the doors and windows are shut?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a), to (c). It is necessary to have full air-conditioning in order to make rail travel by any class completely free of dust and smoke. This is not practicable at this stage on financial grounds. Sealing of doors and

windows with rubber strips and rubber liners has been tried but this has not been able to prevent inflow of dust and smoke in the conventional type compartments, as under our climatic conditions, it is not practicable to keep all the doors and windows shut for a long time.

Shri Sonavane: In view of the statement that air-conditioned travel is essential to prevent smoke etc., will the Government see to the feasibility of increasing the frequency of such air-conditioned trains that are running at present and also adding air-conditioned coaches for third-class travel?

Shri Shah Nawaz Khan: Sir, at present we are concerned mainly with providing more ordinary type third-class coaches for the public. As is well known to this honourable House, air-conditioning is much more expensive than ordinary coaches. Therefore, we are concentrating on producing ordinary type of coaches rather than going in for air-conditioning. I might also inform the House that we propose to conduct certain experiments by way of pressurisation from inside and we hope that it will reduce dust inside the compartments.

Shri Sonavane: What about increasing the frequencies of the present trains?

Shri Shah Nawaz Khan: We find that the present number of air-conditioned coaches is adequate and these coaches are serving their purpose well enough.

सरदार अ० सि० सहगल : श्री मं । महोदय ने बताया कि हमने रबर लेयर्स दरवाजों पर लगाकर उसका एक्सपैरीमेंट किया लेकिन उससे कोई फायदा नहीं हुआ । मैं प्रश्न करूँ कि यदि आप इस चीज को हर एक दरजे में लगा कर देखेंगे तो उससे आपको फायदा होगा । क्या इस पर आप कोशिश करेंगे ?

श्री साहनवाज खान : मैं धानरेबिल मेम्बर का बहुत शुक्रगुजार हूँ । हमने लगा कर देखा और तजरबा भी किया है, और तजरबे जारी रहते ही हैं ।

Shri Sadhan Gupta: May I know whether the Estimates Committee in one of their reports had recommended about exploring the possibility of evolving a cheap air-conditioning method and, if so, whether the Railway Ministry has tried to follow up the recommendations of the Estimates Committee?

Shri Shah Nawaz Khan: As I have submitted earlier, our main effort is concentrated on the production of ordinary third class compartments. Air-conditioning was introduced as an experiment as a sample or as an ideal to be attained later. on. But for the time being, we must concentrate on the ordinary third class coaches.

Shri S. M. Banerjee: Sir, I request that Question No. 866 may also be taken up along with Question No. 856. It also refers to looting.

Shri Shah Nawaz Khan: They are two different railways.

Mr. Speaker: Let us take Question No. 856.

Dacoity at Kusunda Station (Eastern Railway)

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*856. { Shri Aurobindo Ghosal:
Shri B. Das Gupta:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a daring dacoity was committed at Kusunda Railway station near Dhanbad (Eastern Railway) in December, 1959;

(b) whether it is also a fact that the cash of the Eastern Railway amounting to more than Rs. 17,000 has been taken away by the dacoits; and