

names, but I understand their shares as well as managing agency are largely owned by Indians.

ELECTRIFICATION OF RAILWAYS

*465. **Shri M. R. Krishna:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to electrify some of the Sections on the Central Railway;

(b) if so, the names of the Sections which will be electrified during 1955; and

(c) the estimated expenditure to be incurred thereon?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) and (b). There is a proposal to extend electrification on the section from Igatpuri to Bhusaval but no decision has been taken so far.

(c) Does not arise.

Shri M. R. Krishna: May I know the basis on which these lines have been selected for electrification?

Shri Shahnawaz Khan: The basis is the intensity of traffic.

Shri M. R. Krishna: May I know whether there is any proposal to electrify some of the lines in Hyderabad?

Shri Shahnawaz Khan: Not at present.

Shri M. R. Krishna: May I know whether the Ministry is aware of the fall in the supply of coal to the Railway due to electrification?

Mr. Chairman: I do not follow how it has any relevance to the question.

Shri T. B. Vittal Rao: May I know whether it is not a fact that, according to the statement made by the Chairman of the Railway Board, if you have got to electrify any of the lines, you will have to go in for import of electrical goods and equipment from foreign countries and that is the reason why electrification of lines is dropped for the present?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): It is true that when we electrify, we have to import a great deal more than for steam tractors. That is one of the considerations, but in the course of the next two years, attempts are being made to have many electrical industries established in this country, in which case we may go ahead boldly with electrification plans.

Shri Thimmaiah: May I know whether the Government proposes to electrify railway lines where electricity is available in plenty?

Shri Alagesan: That will be one of the considerations when we undertake electrification. The availability of electricity and the rate at which it is available will be one of the main considerations.

RAILWAY CLASSIFICATION

*466. **Shri Gidwani:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to change the classification system for passenger service on the Indian Railways;

(b) if so, the nature of changes contemplated; and

(c) the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) Yes.

(b) and (c). In pursuance of the policy to reduce the number of classes of accommodation on trains, first class accommodation is being progressively withdrawn from 1-10-52. From 1-4-55, the existing first class will be completely eliminated and it has been decided to redesignate the present Second, Inter and Third classes as First, Second and Third classes respectively.

Shri Gidwani: What will be the difference in amenities in the newly created compartments of first class and second class? I hope I am very clear.

Shri Shahnawaz Khan: The idea is that without any increase in fares,

the standard in the present second class would be raised to provide better amenities such as reading lights, better seats, cushions, etc.

Some Hon. Members rose—

Mr. Chairman: I have already requested hon. Members that they may stand in their seats to catch my eye, but they should not proceed to speak unless I call any one of the Members.

Shri Gidwani: Will this change involve any extra expenditure for remodelling the compartments? If so, how much amount will be involved?

Shri Shahnawaz Khan: The hon. Member is aware that the Railway Ministry is spending anything upto Rs. 3 crores a year on providing passenger amenities, and no doubt some expenditure might be involved to provide these additional facilities.

Shri Jaipal Singh: How many crores did the Ministry spend for the first classification and how many more crores for merely marking the re-classification?

The Deputy Minister of Railways and Transport (Shri Alagesan): There is a lot of exaggerated story about the vast expenditure that is said to be incurred with reference to these re-namings or re-designations. It does not amount to much at all.

Shri Jaipal Singh: May we know the figures?

Shri Sarangadhar Das: May I know if it is a fact that the Minister had said last year that the first class, as such, was to be abolished? How does he reconcile it now with elevating the second to first class?

Shri Alagesan: It is a simple piece of logic. We are now left with the second, inter and third classes. Without the first, there is no second class, and so, to make it a little more...

Shri V. P. Nayar: Dignified....

Shri Alagesan: Not dignified.

Mr. Chairman: The hon. Minister means to say that there cannot be any second without a first.

Shri Alagesan: ...to make it more easily understandable, we are redesignating it.

Shri S. C. Samanta: The hon. Minister told us before that the first class would be abolished, but now, when it is reorganised, the first class still remains and the inter class has gone. Is it not an anomaly?

Mr. Chairman: That question has been answered practically.

Shri Gidwani: Do I understand that, when the inter-class is converted into the second class, there will be no change in the fares and that the same fares will be charged for the second class as in the case of the inter class of old?

Shri Alagesan: Yes.

Shri Sarangadhar Das: May I know what objection there may be to calling the air-conditioned class, as first class, and consequently, let the present second class remain as second class?

Shri Alagesan: It is intended to call it like that. The air conditioned coach will remain air-conditioned.

Mr. Chairman: Members have another opportunity to discuss these matters in the course of the general discussion of the Railway Budget.

TOURIST SPECIAL TRAINS

*467. **Shri Bagnunath Singh:** Will the Minister of Railways be pleased to state:

(a) the number of Tourist Special Trains arranged during 1954; and

(b) the number of 'HAL' type of coaches provided on these trains?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Nineteen.

(b) Fifteen.