

गाड़ियां १ मई, १९५६ को छः बजे सबेरे लड़ गई, जिसके फलस्वरूप दो रेलवे कर्मचारियों की मृत्यु हो गई तथा चार बुरी तरह घायल हुये ?

**रेलवे तथा परिवहन उपमंत्री (श्री अलगेसन) :**

१-५-५६ को सुबह के वक्त लगभग ५ बजकर २० मिनट पर जब नं० ६८१ अप माल गाड़ी का इंजन 'कू वान' और इससे जुड़े हुए २२ डिब्बों के साथ पूर्वोत्तर रेलवे के छपरा बनारस सेक्शन के फेफना स्टेशन पर 'शॉटिंग' कर रहा था, बनारस की ओर से लदी हुई डाउन कोयला स्पेशल गाड़ी भी याई में घुस आयी और दोनों गाड़ियां डाउन फॉसिंग प्वाइंट के पास एक दूसरे से टकरा गयीं। टक्कर लगने से दो रेल-कर्मचारी मर गये और छः को मामूली चोटें आयीं।

**Mr. Speaker:** Of course, I am interested in seeing that all hon. Ministers and Members learn Hindi as early as possible, but within the short time available for putting the questions and answering them and putting supplementary questions, if time is taken for reading the answers, it may not be desirable. Of course, I appreciate the hon. Minister's effort to read properly, but he is not understood by Members here. Therefore, whenever an hon. Minister is not able to read or express himself very clearly, he will choose one of two methods—English or Hindi—having regard, especially, to the time at our disposal.

**Shri Alagesan:** There is only one sentence more.

टक्कर लगने से दो रेल कर्मचारी मर गये और छः को मामूली चोटें आयीं।

श्री रघुनाथ सिंह : इंटरलॉकिंग सिस्टम उस स्थान पर है या नहीं !

रेलवे तथा परिवहन मंत्री (श्री एल० बी० आस्त्री) : मुझे ठीक मालूम नहीं है।

#### ABOLITION OF SECOND CLASS

\*2227. **Shri Boovaraghasamy:** Will the Minister of Railways be pleased to state:

(a) the names of Branch lines where Government propose to abolish the Second Class in the near future;

(b) which are the lines where the first class accommodation is going to be increased; and

(c) the amount of expenditure proposed to be spent by Government for converting the second class into first class?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) While it is proposed to withdraw the present Second Class accommodation from certain Branch lines with effect from 1-7-1956, the detailed plans have not yet been finalised.

(b) There is no intention to increase the First Class accommodation on these Branch lines; but additional accommodation in Third Class will be provided if the state of the traffic warrants it.

(c) There will be no expenditure as the second class carriages to be withdrawn from the Branch lines are not proposed to be converted into first class, but will be used, to the extent feasible, for strengthening the main line trains on which there is overcrowding in the Second Class.

**Shri Boovaraghasamy:** What will be the number of additional first class carriages due to this conversion of second class into first class?

**Shri Alagesan:** I have just now said that we do not propose to convert second class carriages into first class carriages. We propose to put them on main lines where there is overcrowding in second class. That was my answer.

**Shri Boovaraghasamy:** At least in these two lines, what will be the increase in the number of first class carriages due to the conversion of second class into first class?

**Mr. Speaker:** The hon. Deputy Minister has said that there is no proposal to convert second class carriages into first class carriages.

**Shri Gadilingana Gowd:** Is it a fact that the reading lights in the first class compartments are now being removed and if so, what are the reasons?

**Shri Alagesan:** No. On the other hand, we have started providing reading lights in the first class compartments.

**Shri T. B. Vittal Rao:** This scheme is being implemented on the branch lines. Could we know the percentage of the branch lines in our country to the total mileage, so that we can have some idea of the progress of the scheme?

**Shri Alagesan:** I have already stated in the answer that even the details regarding the withdrawal of these coaches from branch lines are not yet finalised.

**Shri Boovaraghassamy:** Will there be any increase in the accommodation and other facilities available for the third class passengers as a result of this scheme?

**Shri Alagesan:** The main difficulty with regard to third class travel is overcrowding. Wherever we withdraw second class coaches, if traffic warrants it, we will have additional third class coaches.

#### RAJKUMARI SPORTS COACHING SCHEME

\*2228. **Shri Kamath:** Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 1430 on the Raj Kumari Sports Coaching Scheme on the 24th April, 1956 and state:

(a) whether the grants so far made to the Scheme have been expended only on salaries and allowances of Coaches;

(b) the amount spent so far on items other than salaries and allowances of Coaches, the details in regard to each separate item being given;

(c) the amount spent so far on the salaries and allowances of Coaches; and

(d) the amount spent so far on purchases other than those for which the grants were specifically sanctioned?

**The Minister of Health (Rajkumari Amrit Kaur):** (a) No.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix XIII, annexure No. 33].

(c) Rs. 4,00,785.

(d) Nil.

**Shri Kamath:** Arising out of the answer to part (b) of the question, what was the genesis of the scheme and in what circumstances and for what purposes was it conceived?

**Rajkumari Amrit Kaur:** Obviously the scheme was conceived in order to give the youth of the country a certain amount of specialised coaching, so that they can take their place not only in national tournaments, but also in international games.

**Shri Kamath:** From the statement laid on the Table today and also from another statement laid some days ago last week, it appears that up to date about Rs. 10 lakhs have been sanctioned for the scheme and about Rs. 6 lakhs or so have been expended up to the 31st March, 1956. The Minister said that the amount spent on the salaries and allowances of coaches only was nearly Rs. 5 lakhs, if I heard her aright. It was Rs. 4,75,000 or so. May I know how many coaches are employed and do they go about in Europe and America roving all over the world or only in India, because so much money is spent on the salaries and allowances of the coaches?

**Rajkumari Amrit Kaur:** Over a period of five years, some coaches have come from abroad and their internal travelling and lodging expenses as also their salaries are paid by the Committee. There is no question of our coaches wandering all over the world. The majority of coaches permanently employed are Indian coaches from various States who coach in various centres according to the convenience and arrangements arrived at between the different sports federations.

**Shri Kamath:** The statement laid on the Table last time shows that the expenditure is not audited at all. Now there seems to be a new arrangement to control the expenditure. That is, a coaching committee has been formed for accounting the expenditure, and this innovation of the Health Ministry.....