

Mr. Speaker: That has also been taken into consideration; it has been answered.

Shri Kasliwal: Under the metre gauge system, there are two zones, the Western Railway and the Northern Railway. May I know whether the Government have received any representation to the effect that there is difficulty in the working of these two systems?

Shri Jagjivan Ram: At the same time, it is not possible to have all the metre gauge in the same zone.

Cochin Express

*124. **Shri Matthen:** Will the Minister of Railways be pleased to state:

(a) whether Government are aware that the Cochin Express leaving Cochin in the afternoon reaches Madras only after 10-30 a.m. invariably running late, thereby causing great inconvenience to passengers; and

(b) whether it is possible to advance the time of arrival at Madras by at least three hours?

The Deputy Minister of Railways and Transport (Shri Shah Nawaz Khan): (a) It is not a fact that Cochin Express scheduled to arrive at Madras Central at 10.30 hours invariably runs late. Its punctuality has substantially improved since 15th February when its Time Table was changed.

(b) No. However, the arrival at Madras will be advanced by about 2 hours with effect from 1-4-1957.

Shri Matthen: I would like to enlighten the hon. Minister. I put the question from my own experience. It has been coming late on the two occasions when I travelled by that recently. Apart from that, it takes 2-1½ hours from Arkonam to cover 40 miles, because a number of local trains are running. Is it not possible to make the train Cochin Express leave a little earlier from Cochin so that it may come to Madras earlier? Coming to Madras at 11 or 11-30

means that practically the whole day is lost. I suggest the advancing of the time of departure at Cochin so that it may come to Arkonam at about 7 o'clock and then run straight to Madras like the Malabar Express.

Shri Shah Nawaz Khan: Yes, Sir. As I just now stated in my reply, from 1st of April, the train will start from Cochin at 1-15 in the afternoon and reach Madras at 8.35 in the morning. I hope that would be convenient.

Mr. Speaker: May I suggest to hon. Members, with respect to details of timings, they are mostly in the hands of the General Managers and the Committees which advise them. Why should not general instructions be issued by the Railway Minister to the General Managers that such representations, particularly from hon. Members of Parliament ought to be attended to? If they are not attended to locally, we can take up the time of the House. How is it possible for any hon. Minister here by way of a supplementary question to remember every little detail?

The Minister of Railways and Transport (Shri Jagjivan Ram): As a matter of fact, there are zonal consultative committees in which these time-tables and all these matters are decided. And any communications from the Members of this House are given proper and due weight by the General Managers and subordinate officers. But, as you, Sir, have remarked, it is not possible for a Minister to carry all these kinds of information with him.

Mr. Speaker: Did the hon. Member write to the General Manager and then not get any reply?

Shri Matthen: I just want to know, whether the Minister has realised that Malabar is no longer a part of Madras but a part of Kerala....

Mr. Speaker: I was on a different point. Adjustments in timings, passenger versus goods trains or mail trains etc. are all matters of local

interest which can be better attended to by the General Manager in charge of each railway.

I would, therefore, suggest to all hon. Members to first of all write to the General Manager and then get redress through the consultative committee; or independently also, Members of Parliament can do so. If they do not get any redress, if they are not satisfied with the reply, then they may write to the Minister, and if they are not satisfied even then, then the House as the last resort may be addressed on the matter. Otherwise, we shall be taking away the time of the House.

Pandit Thakur Das Bhargava: Even the General Managers consult the Members of this House. They send circulars to us and ask us what changes of timings we would require. This is done even now.

Shri Feroze Gandhi: I would suggest that today being the last day of the session, you may relax the rules a little in favour of Shri Matthen.

An Hon. Member: He is a retiring Member.

Shri Matthen: Malabar is no longer a part of Madras State but a part of the Kerala State. The capital of the Kerala State is Trivandrum. The people from Malabar who are going towards that side are given priority. But preference should be given to the people from Kottayam and Quilon. Therefore, I would suggest to the hon. Minister the question of having the arrival of the Cochin Express earlier than the Malabar Express.

Shri Jagjivan Ram: That will be brought to the notice of the General Manager.

Shri A. M. Thomas: Apart from the time-tables which mostly are all right, there is the suggestion in the question that the trains invariably run late. Are Government aware

that the Cochin Express arrives invariably late in Cochin, and the trains from Shoranur to Cochin and vice versa are generally called bullock carts because of the slowness of operation?

Shri V. P. Nayar: Only bullocks; no carts.

Shri Shahnawaz Khan: As the hon. Member is probably aware, there are a lot of engineering works going on on that line. It is only because of that that speed restrictions have had to be imposed. Also, recently, owing to very heavy rains, it was found that the track required strengthening. On this ground also, the speeds have had to be restricted.

Electric Trains to Villupuram

*125. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to extend the running of electric trains upto Villupuram, Southern Railway;

(b) if so, when the work will be taken up; and

(c) what is the estimated cost thereof?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Yes, Sir. The construction work on this Section is expected to be started in 1958-59.

(c) Rs. 3.68 crores.

Shri T. B. Vittal Rao: From the budget papers, I find that the provision made for this work for the next financial year is very big. Since the extension of the electric trains has been pending for a long time, do Government propose to expedite the work?

Shri Shahnawaz Khan: I just stated that the work would start in 1958-59. If the material is available, we hope that the line would be completed in the year 1959-60. That is early enough.