

1969, and the various suggestions are under examination by the Government.

Non-Reserved third Class Seats in Delhi-Madras Janata Express

3910. SHRI K. M. KOUSHIK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of non-reserved third class seats available in the Delhi-Madras Janata Express;

(b) whether such accommodation is insufficient to cope with the demand because the Janata Express is a mean between fast and slow trains; and

(c) if so, what steps Government propose to take to relieve the public of the hardship?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) The number of non-reserved third class seats available on Delhi-Madras Janata Express is 120 between Delhi and Kazipet and 200 between Kazipet and Madras on 4 days of the week and 40 between Delhi and Kazipet and 120 between Kazipet and Madras on the remaining 3 days of the week.

(b) On 4 days of the week the unreserved third class accommodation is reasonably sufficient but on 3 days of the week the accommodation is not adequate and overcrowding takes place between Agra and Bhopal.

(c) On this train a dining car runs on three days of the week, correspondingly reducing the unreserved third class accommodation on these days. It is being examined whether the Dining Car service on these trains may be entirely withdrawn so that adequate unreserved third class accommodation may become available on all days of the week.

Import Substitution Inventions Promotion Awards

3911. SHRI JUGAL MONDAL: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND

COMPANY AFFAIRS be pleased to state:

(a) whether since 1968 Government have instituted awards for those inventors who contribute towards import substitution;

(b) whether these awards have actually been presented to needy entrepreneurs; and

(c) whether the D.G.T.D. and the Invention Promotion Board are keeping track of the developments made by the past awardees?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) With a view to focus larger public attention on the problems of import-substitution and to afford adequate incentives and public recognition to persons and institutions bringing forward practical ideas and schemes for replacing imported material by indigenous substitutes, the Government of India instituted a scheme of awards for import substitute towards the end of 1966, through a Board constituted for the purpose.

(b) During the year 1967-68, awards were given to 16 individuals and 5 organisations and during 1968-69 to 18 individuals and 12 organisations, for successfully developing substitutes of imported items. These were given after evaluating the substitute claimed, for its functional utility, its acceptability to the consumer and the foreign exchange saving involved vis-a-vis the imported item.

(c) Yes, Sir.

Ticketless Travel

3912. SHRI BABURAO PATEL:
SHRI SITARAM KESRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways lose annually nearly Rs. 25 crores on account of ticketless travel;

(b) the number of ticketless passengers caught last year ending 31st March, 1969;

(c) the amount of fare and fine collected from them during the same period;

(d) the number of persons punished with imprisonment and the average imprisonment given;

(e) the practical steps taken to prevent and punish ticketless travel; and

(f) whether Government would consider the practical benefits of giving 10 per cent of the collections from ticketless travellers as extra incentive to the Travelling Ticket Examiners and members of the Special Squads and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) The annual loss on account of ticketless travel has been estimated to be between Rs. 20 and 25 crores.

(b) 1,11,75,508.

(c) The amounts realised were as under:

Fare—Rs. 2,58,54,237

Excess Charges—Rs. 82,51,772

Fines realised by Courts—
Rs. 15,17,715.

(d) The number of persons imprisoned was 1,13,265. The average imprisonment given varies from 2 days on the Western Railway to 37 days on the North Eastern Railway.

(e) The traditional methods of ticket checking have been supplemented by surprise checks on a massive scale wherein a large force of ticket checking staff supported by an adequate contingent of Railway Protection Force men and G.R.P. personnel with railway magistrates accompanying, who try cases on the spot, are deployed.

The assistance of students, village elders and social service organisations

has also been availed of in the campaign against ticketless travel.

Educative propaganda through various means of mass communication is also being carried on to curb this evil.

The penalties for ticketless travel have been enhanced by amendment of the Indian Railways Act so that they act as sufficient deterrents.

(f) Incentives have already been provided for good work done by the Ticket Checking Staff. They are given monetary awards and commendation certificates depending upon their performance and results achieved. The position in this regard was reviewed recently and the awards have been further liberalised. Any incentive in the shape of a percentage of realisations made by a Travelling Ticket Examiner from ticketless passengers is not feasible as such a step is fraught with possibilities of harassment to passengers. Further such a payment would be in the nature of a Commission to the paid employees of the Government which would not be justified in relation to normal work performed in the normal term of duty.

Production of Cars

3913. **SHRI BABURAO PATEL:** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Fiat, Standard and Ambassador cars manufactured during the year ending 31st March, 1969, make-wise;

(b) the number of registered customers on the waiting list as on the 31st March, 1969, make-wise;

(c) the practical steps taken by Government to meet the constantly increasing demand for cars;

(d) the reasons why Government do not invite two more car manufacturers to manufacture their cars in