

तरह से यहां दिल्ली आकर वह 11 घण्टे खड़ी रहती है, उसको क्या आप चण्डीगढ़ तक ल जायेंगे ?

2. By making radical changes in the time table.

मैं सिर्फ सुझाव दे रहा हूँ ।

3. By interchanging rakes.

4. By changing the norms of periodic overhauling.

आपने पहल कहा था कि रैक्स को माइनिंग बना दिया है, इसको मद्द नजर रखते हुए क्या आप इसको चेंज करेंगे,

मेरा आखिरी प्वाइन्ट यह है कि वर्क-शाफ्ट में गाड़ियां बहुत देर खड़ी रहती हैं इसलिए क्या आप गाड़ियों में मोबाइलरू रखेंगे, यानी उसी ट्रेन के साथ मैकेनिक और एलेक्ट्रीशियन भी लगा देंगे ताकि अननेससरी समय बेकार न जाए ?

क्या इन तरीकों को अस्तित्कार करके कोचज यूज करने की कोशिश करेंगे ।

SHRI C. K. JAFFER SHARIEF: Sir, I think the hon. Member should know that whenever some important long distance trains go, normally the maintenance people also go along with the train.

SHRI SURAJ BHAN: Not always.

SHRI C. K. JAFFER SHARIEF: Please bear with me. A mechanic will be there, and an electrician will be there, for some long distance passenger trains and there are people who go along with the train, who look to the immediate smaller problems that may arise.

So far as the frequency and other things are concerned, there are various aspects involved in this. There is question of operation feasibility. We have limited line capacity which the entire House knows well. With this line capacity we have to move the goods traffic, the coal to the

power house, the foodgrains from North to the South, the petroleum products and other commodities from agriculture and industrial sector plus the passenger traffic. We have to take care of the increasing passenger traffic as has been pointed out by the hon. Member. We have come to the new concept of double-heading the trains which we have introduced in many sectors. This is one of the other methods to feed the growing requirement of the passenger traffic. In addition to that, I think the Member failed to understand, there are two aspects. (1) Primary maintenance and (2) secondary maintenance. The primary maintenance is the responsibility of the Railways from where the train originates and the secondary maintenance where it terminates. The two maintenances, at both the ends require sometime for attention. Unless the coaches are kept in order, the Railways cannot take the risk to run the train. Taking the operation, maintenance and overall situation in view we have been doing our best to meet the passenger requirements.

Long distance classless trains

*353. **PROF. MADHU DANDA-VATE:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the financial year 1977-78, the Government had announced that all long distance trains would be classless and comfortable trains providing near I class facilities in II class fares would be introduced;

(b) if so, how many such classless superfast trains were introduced; and

(c) whether the same policy regarding long distance classless trains will be followed in the future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Five pairs of classless long distance trains were introduced from 1978-79 onwards.

(c) Generally the policy to introduce more long distance classless trains will be followed.

PROF. MADHU DANDAVATE: In reply to part (c) of the question the hon. Minister said:

"Generally the policy to introduce more long distance classless trains will be followed."

The person who has devised this word 'generally' is a very ingenious person. If nothing is done for all practical purposes....

MR. SPEAKER: You have to find out the source.

PROF. MADHU DANDAVATE: The Minister is always the source.

"This 'generally' the policy to introduce more long distance classless trains will be followed."

is really not a correct statement. In the context of the original question I would like to ask two questions. Is it not a fact that the long distance classless train concept was introduced in order to ensure that over-crowding specially on the long distance trains can be avoided? In that context I would like to know from the hon. Minister in a particular class train having first and second class and also having coupe, when that system is dispensed with and classless train is introduced, in the presence of first class and also coupes, what is the capacity of the train? When it is made completely classless, classless in the sense it is near first class facilities and second class fare, when such a conversion is made, what is the total increase in the capacity that is effected by converting the train into classless train? Here incidentally I may tell you—one foreigner when he came to our country, he said that you need family planning because there are too many passengers travelling by the train. I jocularly told him the difference between family planning and the railway travel. In family planning we have ceiling on men. In our

railway there are men on the ceiling. That is the distinction between the two. In order to remove all such difficulties...

SHRI SONTOSH MOHAN DEV: That was in 1977 when you were the Railway Minister. (*Interruptions*)

PROF. MADHU DANDAVATE: We introduced this. Number six is also not correct. It may be more than five. In view of this particular fact—there is overcrowding—will you tell us when a class train is converted into classless train, how much is the augmentation of the capacity in such a classless train?

SHRI MALLIKARJUN: The concept of introduction of classless train was evolved in 1948 when such a train was introduced with third class. In 1972-73 this was again reviewed and classless train was introduced.

PROF. MADHU DANDAVATE: Which are the trains?

SHRI MALLIKARJUN: I have the list of it. At the moment, we have 29 such trains in total.

So far as the hon. Member's conception of the augmentation of the carrying capacity of the detachment of the first class or the other classes is made is concerned, you see, generally the train is formed with about 17 coaches. Out of these 17 coaches, even today we have got about 10 second class coaches—2 SLR—and the remaining is 5 coaches. In that Pantry car will be there. If that has been taken out, there are 4 coaches. Out of this, there will be one or two first class coaches, some second class sleeper A/C. like that will be there. This is the concept. So, I will tell you what is the augmentation of the carrying capacity. Each second class coach carries about 70 persons. First class coach carries about 40 passengers. As a consequence of detachment of the two first-class coaches and making them second-class coaches, there will be an additional capacity

of 60 passengers. So far as the A/C. second-class coach is concerned, it has also little higher than that.

In order to meet the overcrowding, recently what we have done is, we are attaching two unreserved coaches also in the composition of the train. And in this way, we are meeting the requirements of the passengers. But, however, to introduce only classless trains hereafter it has been informed in this august House by the hon. the then Railway Minister in his Budget speech:

“With my irrevocable commitment to the Gandhian and Socialist values, whenever the question of priority comes up, in preference to the claims of the affluent classes, needs and requirements of the poorer masses will always get precedence...”

So, keeping this in view and to meet the needs of the poorer masses, we are augmenting this.

PROF. MADHU DANDAVATE: I am thankful to the hon. Minister for re-reading for myself, my own speech. But since I had drafted my own speech, I remember the words very well.

MR. SPEAKER: It is for others.

PROF. MADHU DANDAVATE: Sir, I deliberately asked the first question and I am glad the hon. Minister has quantified his answer by giving the difference between the capacity of the first-class coach and the second-class coach. Incidentally, I will correct only one aspect. You have referred to some earlier experiments of classless trains. But that was classless trains and useless train because they were not the type of classless trains which we introduced where the first-class facilities with second-class fare will be there. Right from the first compartment to the last compartment, all will have padded cushions, back-rest, stainless steel water-reservoirs, lending libraries and all that. That concept is different. Leave out that.

He has already given the augmentation of the capacity as a result of the conversion of the first-class and other class coaches into classless train. On the basis of the statistics which he has given, I would like to know from the hon. Minister, if you take this augmentation capacity into account—even on the basis of your answer—is it not a fact that on every trip of the train like Geetanjali Express, Minar Express or Konarak Express, Himagiri Express and for that matter any classless comfortable train, there will be augmentation of income for the Railways and at the same time comfort for the common people? Combining these two together will be to provide comfort to the passengers and also to get more revenue for the Railways. Will you not go in for further increase in the classless comfortable trains? Is it not a fact that you have said, generally it has been the policy? Will you just quote to me... (Interruptions). Please take your seat for a moment. Sorry, Sir, you have to tell him!

MR. SPEAKER: It is between the ex-Minister and the present Minister.

PROF. MADHU DANDAVATE: Will you just quote to me since the last Government actually went out of power and the new Government came in 1980, from the time onwards, as you say generally the same policy will be continued, how many more classless comfortable trains have been introduced. What about the economics to which I made a reference?

MR. SPEAKER: Whether “generally” could be dispensed with.

SHRI MALLIKARJUN: So far as the economics in regard to the revenue of the Railways as a result of introducing classless trains is concerned, that the revenue will be increased, we are all aware the First Class fare will be higher than the Second Class fare...

PROF. MADHU DANDAVATE: The capacity will be less.

SHRI MALLIKARJUN: I have already said that it will be less. But, at the same time, I would say that this is a society and, in society, there are cross-sections of people living. We are interested in the poor masses. At the same time, it does not mean that the cross-sections of society should be ignored. So far as the increased earnings are concerned, there is nothing in it. So far as the introduction of classless trains is concerned, the vital point on which the hon. Member would like to elicit information...

PROF. MADHU DANDAVATE: Is it that they do not get any revenue through classless trains?

SHRI MALLIKARJUN: I am not saying that. What I am saying is, supposing you have two First Class coaches in a train, the First Class fare is going to be higher than the Second Class fare....

PROF. MADHU DANDAVATE: I mean, the whole train.

SHRI MALLIKARJUN: In the whole train also, we have got 10 coaches of Second Class. What I am trying to impress upon the hon. Professor is that it is a matter of only two coaches. That is how the revenue earning will be balanced.

So far as the question of introduction of classless trains is concerned, as to how many such classless trains have been introduced after the new Government has come, the new Government had to face a variety of things soon after taking over. The Government has been concentrating on matters in various directions and they have also been saying that the policy will be generally followed. It will be kept in view and, in future, definitely it will be adhered to.

PROF. MADHU DANDAVATE: The fact is that not a single classless comfortable train has been introduced. That reply he is hesitating to give.

SHRI SATYASADHAN CHAKRABORTY: There should be a discussion on this point. I am going to prove that the amenities that the First Class passengers enjoy are at the cost of the Second Class passengers.

SHRI KRISHNA CHANDRA HALDER: The hon. Minister has stated that they are pursuing the general policy of introduction of classless comfortable long-distance trains. I would like to know how many such trains they are going to introduce during the Sixth Plan period.

MR. SPEAKER: He has answered that.

Conference of Social Welfare Ministers and Secretaries of States

*356. **SHRI A. NEELALOHITHA-DASAN NADAR:**

SHRI RAMAVATAR SHASTRI:

Will the Minister of SOCIAL WELFARE be pleased to lay a statement showing:

(a) the decisions taken at the recent conference of the Social Welfare Ministers and Secretaries of States; and

(b) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) A statement containing the main conclusions/Recommendations of the Conference of Social Welfare Ministers and Secretaries held on 8 October, 1982 is laid on the Table of the Sabha.

(b) The conclusions/Recommendations have been forwarded to all State Governments/U.T. Administrations for implementation.

Statement

The important recommendations of the Conference of Social Welfare Ministers and Secretaries held on 8th October 1982 are as follows: