

ways to mention record of separate figures classwise in this contract. The rate for everybody is uniform. It is a classless society and we do not believe in making any class distinction.

SHRI NARAYAN CHOUBEY: Ratio of Class I, Class II and Class IV.

MR. SPEAKER: For that you have to give separate notice.

SHRI NARAYAN CHOUBEY: Ratio is already there.

MR. SPEAKER: You are asking the number.

SHRI NARAYAN CHOUBEY: The statement that has been laid on the Table of the House shows the amount of medicine bought for Class I and II and Class IV.....

MR. SPEAKER: The Minister has gone through that.

SHRI C. K. JAFFER SHARIEF: I have answered that. There are no instructions to have any classification or to make purchases of medicines on the basis of classification of officers. We believe in classless society. I do not know why office is maintaining these figures.

(Interruptions)

SHRI C. K. JAFFER SHARIEF: I know that. If you go through the statement you will find that the figures for Class IV and Class III are more than that of Classes I & II.

Late Running of Trains

*45. SHRIMATI RAMDULARI SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the late running of trains continue on par with the position obtaining at the time of the outgoing Ministry;

(b) whether Government propose to improve the operation efficiency of

the running of trains on the level it existed in the year 1976; and

(c) if so, by what time pre 1977 position will be restored?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). The punctuality performance of Mail/Express trains has shown improvement from January '80 and various measures including monitoring at different levels are being taken to bring the performance at par with 1976-77 levels. It is hoped that very soon the railways will be able to attain these levels.

SHRIMATI RAMDULARI SINHA: May I know what steps were taken in 1976 to improve the punctuality of the running of trains and if steps have been taken, why is it that the same steps were not producing the same results as they were producing in pre-1977 days?

SHRI C. K. JAFFER SHARIEF: In 1976 we can have a look at through the figures. In 1976-77, the punctuality figures were 93 per cent on broad gauge and 94.5 per cent on metre gauge. The corresponding figures for 1977-78 were 90.3 per cent and 91.8 per cent; for 1978-79 and these figures further dropped to 85.7 per cent and 88.3 per cent. In 1979-80, upto December, 1979, these figures relating to punctuality came down to 84.5 per cent and 86.5 per cent respectively. For January, 1980 the figures were 86.9 per cent and 89.5 per cent. For Feb. 1980, the figures were 88.6 per cent and 89.1 per cent.

MR. SPEAKER: The hon. member wanted the enumeration of the steps you have taken to improve the punctuality of the trains.

SHRI C. K. JAFFER SHARIEF: From the day we have taken over, one could see from the performance of the trains that the punctuality rate has gone up to about 90 per cent.

SHRI BHAGWAT JHA AZAD: The factors for running of trains are the rail track and the driver himself. May

I know whether the Government will institute an enquiry as to why the factors being the same वही इंजन, वही कोल, वही ट्रक before 1977, between 1977 and 1980 and from 1980 onwards, the trains were running punctually before 1977, late between 1977 and 1980 and again punctually from 1980 onwards? The constant factors remaining the same, what are the reasons for this?

श्री सी. के. जाफर शरीफ : पिछले तीन साल से बिगड़ गई थी, अब सुधर रही है। ठीक हो जायगी।

SHRI SUNIL MAITRA: The main reason for late running of trains are that the engines are not getting proper service, the railway tracks are outdated....

MR. SPEAKER: Are you giving information?

SHRI SUNIL MAITRA: I am putting a question, (*Interruptions*). Is the Government aware that the late running of trains is due to the fact that most of the equipment supplied by the Indian Railway workshops are not being made available to the railwaymen? Is it also a fact that 50 per cent of the track has outlived its life and because of that accidents are taking place and trains are running late?

SHRI C. K. JAFFER SHARIEF: Again the question of my friend reflects the maintenance of assets during the last three years. We are improving it and we will improve it further. (*Interruptions*) It had recovered for some time and in the last three years it had gone back.

SHRI K. LAKKAPPA: Is the hon. Minister aware that the late running of trains during the Janata period was due to robberies and dacoities on the way? Is this one of the reasons for late running of trains? What protection has been given to see that robberies and dacoities do not take place on the way?

MR. SPEAKER: There is a question on this.

SHRI K. LAKKAPPA: My question is: whether it is a fact that late running of trains during that period is because of increase dacoities and robberies?

MR. SPEAKER: There is a question on that. I have taken note of your question. (*Interruption*) Why don't you listen to me? Your question is covered by another question.

DR. SUBRAMANIAM SWAMY: I would like to draw the attention of the Minister to the fact that in the last session I put a similar question regarding late running of trains particularly in regard to suburban services in Bombay area of Central Railway. In that answer the Minister has assured that certain improvements will take place but they have not taken place. I would like to know whether you would agree to visit the Bombay area for improvement of the suburban services.

MR. SPEAKER: It is not covered by the main question.

Conversion of Roads into National Highways in Gujarat

*46. SHRI AHMED M. PATEL: Will the Minister of SHIPPING AND TRANSPORT be pleased to lay a statement showing:

(a) the names of roads which are under conversion into National Highways in Gujarat State and the progress made;

(b) whether there is any proposal to convert any other State road into National Highways during the next plan; and

(c) if so, the details thereof?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI A. P. SHARMA): (a) No road in Gujarat is being converted into a National Highway at present.

(b) There is no such proposal at present.

(c) Does not arise.