

I do not have anything more to say at this stage.

**Mr. Chairman:** Motion moved:

"That the Bill to provide for free and compulsory primary education for children in the Union territory of Delhi, as passed by Rajya Sabha, be taken into consideration."

**Shri Naldurgkar (Osmanabad):** I want to raise a point of order.

**Mr. Chairman:** The hon. Member will make his submission tomorrow. The House will now proceed with the Half-an-hour discussion.

17.04 hrs.

#### RESERVATION IN SOUTH BOUND TRAINS\*

**श्री अ० मु० तारिक (जम्मू तथा काश्मीर) :** जनाब चेयरमैन साहब, मैं ने इस एवान में ५ जून को एक सवाल पूछा था . . . . .

**Shri Vasudevan Nair (Thiruvella):** Let the hon. Member speak in English because this is a subject concerning the south and Members from the south do not know Hindi. Let him speak in English.

**Shri Naldurgkar (Osmanabad):** I shall take only two minutes.

**Mr. Chairman:** Tomorrow the hon. Member will make his submissions. It is now five o'clock. The House is proceeding with the other item of business.

**Shri Amjad Ali (Dhubri):** The point of order should be heard.

**श्री अ० मु० तारिक :** मैं ने सवाल पूछा था :

"Whether it is a fact that passengers going to Madras had to face a lot of difficulties to get the reservation done in the Madras bound trains during May, 1960;"

जो जवाब मुझे मिला था वह यह है :

"Due to unprecedented rush of South-bound passenger traffis during May this year, there was a heavy demand for reservation, causing some inconvenience to passengers."

इस सिलसिले में मुझे यह कहना है कि मैं ने खुद वहाँ लोगों को ३६-३६ घंटे कतार बांधे खड़े देखा है। यह हकीकत है कि वह तीन तीन दिन वहाँ खड़े रहे सिर्फ इसलिये कि रिजरवेशन मिल जाये, और मुझे इन्तहाई अफसोस है कि जहाँ तक रेलवे का ताल्लुक है वह इस बारे में बिल्कुल नाकाम है। उन्होंने ने किसी किस्म की सहूलियत लोगों को रिजरवेशन के बारे में बहम नहीं पहुंचाई है।

**Shri Warjor (Trichur):** May I submit, Sir, that when Shri A. M. Tariq started again in English, we thought he will continue like that. He is speaking in Hindi.

**Mr. Chairman:** We cannot compel any hon. Member to speak in English.

**Shri Warjor:** Not force him. We only request him to speak in English.

**Shri A. M. Tariq:** When they speak in English, I never force them to speak in Hindi.

गो कि मैं साउथ इंडिया को कभी कभी ही जाता हूँ लेकिन जब भी मैं गया तो मुझे अहसास हुआ कि जितनी गाड़ियाँ साउथ की तरफ जाती हैं उन में एक तो बहुत रश होता है और दूसरे इन गाड़ियों में खाने पीने का कोई खास इन्तिजाम नहीं होता। हुकूमत जानती है कि साउथ को जाने में चार पांच दिन लग जाते हैं और हर साल मई के महीने

[Shri A. M. Tariq]

में जब कि बच्चों के स्कूल बन्द होते हैं तो बहुत से लोग सिर्फ उस वक्त का फायदा उठा कर छुट्टियां गुजारने के लिये साउथ जाते हैं। जब हुकूमत यह देखती है कि बहुत से लोग सिर्फ एक डेढ़ महीने के लिये जा रहे हैं तो हुकूमत पर यह फर्ज आयद होता है कि वह उन लोगों को, चाहे वह सरकारी मुलाजिम हों, या बिजनेसमेन हों या ग्राम टैक्स पेयर हों, बाकायदा रियायत दे। ऐसा न हो जैसा कि इस साल हुआ कि लोगों को एक एक दिन और एक एक रात स्टेशन पर क्यू में खड़ा रहना पड़ा। और फैमिली मेम्बर्स को एक एक कर के टिकट लेने जाना पड़ा और रेलवे स्टेशन पर उन को पानी पिलाने का या और आराम पहुंचाने का कोई इंतजाम नहीं था। कई दफा ऐसा हुआ कि एक आदमी तमाम रात और तमाम दिन वहां खड़ा रहा और सुबह उसे टिकट नहीं मिला।

रेलवे मंत्री (श्री जगजी न राम) : आप अंग्रेजी में बोलें, वह हिन्दी नहीं समझते।

श्री अ० मु० तारिक : जहां तक समझने का ताल्लुक है, हमारे वजीर कोई ज्ञान नहीं समझते चाहे वह अंग्रेजी हो या हिन्दी हो। इस सिलसिले में मैं हुकूमत से और अपने वजीर श्री जगजीवन बाबू से यह तवक्को रखूंगा कि वह साउथ इंडिया जाने वाले लोगों को इस किस्म की सहूलियत बहम पहुंचायेंगे।

डी लक्स ट्रेन के बारे में मुझे यह कहना है कि जब यह ट्रेन दिल्ली से चलती है तो इस में सामान बुक कराने का कोई खास इन्तिजाम नहीं है। जब यह गाड़ी मद्रास पहुंचती है तो वहां पर लोगों को सामान लेने में काफी वक्त लगता है जिस से लोगों को परेशानी होती है। इस सिलसिले में मैं यह कहना चाहता हूँ कि दिल्ली में सामान लेने में लोगों को सहूलियत बहम पहुंचायी जाये और जब यह

ट्रेन मद्रास पहुंच जाये तो ऐसा इन्तिजाम होना चाहिये कि लोगों को अपना सामान बहुत जल्दी मिल जाये।

दूसरी मेरी दरखास्त यह है कि जो ट्रेनें साउथ इंडिया को जाती हैं उन में पानी के स्टोरेज की काफी गुंजाइश होनी चाहिये। हम ने देखा है कि मद्रास जितनी ट्रेन जाती है उन में पानी की दिक्कत होती है। पीने के पानी की दिक्कत होती है और बाथरूम में भी बहुत कम पानी मिलता है जिस से बद्बू फैलती है और लोगों को काफी तकलीफ होती है।

तीसरी बात मुझे यह कहनी है कि जो ट्रेनें मद्रास की तरफ जाती हैं, चाहे वह जी० टी० हो या डीलक्स हो या जनता हो, इन तीनों में जितने लोग सफर करते हैं उन के लिये डाइनिंग कार में बैठ कर खाने का इंतजाम नहीं होता और लोगों को एक एक दो दो घंटे क्यू में खड़ा रहना पड़ता है। और मुझे निहायत अफसोस के साथ कहना पड़ता है कि खाना जहां बनता है उसी के साथ खाना खाने की जगह है जो कि निहायत गन्दी होती है, और थाल इतने साफ नहीं होते जितनी कि हमें जाजीवन राम बाबू से तवक्को थी। वह खुद काफी नफासत पसन्द हैं और इस में शक नहीं कि उन्होंने रेलवे में नफासत लाने की कोशिश की लेकिन वह नफासत ग्राम लोगों तक नहीं पहुंच पायी है। हम उम्मीद करते हैं कि वह उस नफासत को ग्राम लोगों तक पहुंचाने का इन्तिजाम करेंगे।

एक और बात मुझे अर्ज करनी है। जी० टी० जो कि दिल्ली से मद्रास को १५ अप्रैल और ३१ मार्च के बीच चलती है और जो मद्रास और दिल्ली के बीच १५ जून से ३१ जुलाई तक चलती है, उस के स्पेशल रन होने चाहियें। अगर जी० टी० के लिये ऐसा न किया जा सके तो दूर री ट्रेन्स उस अरसे में चलायी जायें ताकि जो लोग



[Shri A. M. Tariq]

گو کہ میں ساوتھ انڈیا کو کہی  
کہی ہی جاتا ہوں - لیکن جب بھی  
میں گیا تو مجھے احساس ہوا کہ  
جتنی گاڑیاں ساوتھ کی طرف جاتی  
ہیں ان میں ایک تو بہت رہی ہوتا  
ہے اور دوسرے ان گاڑیوں میں کھانے  
پہلے کا کوئی خاص انتظام نہیں ہوتا -  
حکومت جانتی ہے کہ ساوتھ کو جانے  
میں چار پانچ دن لگتے ہیں اور ہر  
سال مئی کے مہینے میں جب کہ  
بچوں کے اسکول بند ہوتے ہیں تو  
بہت سے لوگ صرف اس وقت کا  
فائدہ اٹھا کر چھٹیاں گزارنے کے لئے  
ساونہ جاتے ہیں - جب حکومت یہ  
دیکھتی ہے کہ بہت سے لوگ صرف  
ایک تیرہ مہینے کے لئے جا رہے ہیں  
تو حکومت پر یہ فرض آند ہوتا ہے  
کہ وہ ان لوگوں کو - چاہے وہ سرکاری  
ملازم ہوں - یا بزنس میں ہوں -  
یا عام ٹیکس پے ہوں - باقاعدہ  
رہائیت دے - ایسا نہ ہو جیسا کہ  
اس سال ہوا کہ لوگوں کو ایک ایک  
دن اور ایک ایک رات اسٹیشن پر  
کھو مین کھڑا رکھا پڑا - اور فیملی  
ممبرس کو ایک ایک کر کے ٹکٹ لینے  
جانا پڑا - اور ریلوے اسٹیشن پر ان کو  
پانی پلانے کا یا اور آرام پہنچانے کا کوئی  
انتظام نہیں تھا - کئی دفعہ ایسا ہوا  
کہ ایک آدمی تمام راستہ اور تمام مہن  
وہاں کھڑا رہا - اور صبح اٹھ ٹکٹ  
نہیں لے -

ریلوے منسٹر (شری جگجیو راج):  
آپ انگریزی میں بولیں - وہ ہندی  
نہیں سمجھتے -

شری اے - ایم - طارق : جہاں تک  
سمجھنے کا تعلق ہے - ہمارے وزیر کوئی  
زبان نہیں سمجھتے چاہے وہ انگریزی ہو  
یا ہندی ہو - اس سلسلہ میں میں  
حکومت سے ارد اپنے وزیر شری  
جگجیو راج سے یہ توقع رکھوں گا کہ  
وہ ساوتھ انڈیا جانے والے لوگوں کو اس  
قسم کی سہولت بہم پہنچائیں گے -

شری لکس ٹرین کے بارے میں  
مجھے یہ کہنا ہے کہ جب یہ ٹرین  
دلی سے چلتی ہے تو اس میں سامان  
بوک کرانے کا کوئی خاص انتظام نہیں  
ہے - جب یہ گاڑی مدراس پہنچتی  
ہے تو وہاں پر لوگوں کو سامان لینے  
میں کافی وقت لگتا ہے جس سے  
لوگوں کو پریشانی ہوتی ہے - اس  
سلسلہ میں میں یہ کہنا چاہتا ہوں  
کہ دلی میں سامان لینے میں لوگوں  
کو سہولت بہم پہنچائی جائے - اور  
جب یہ ٹرین مدراس پہنچ جائے تو  
ایسا انتظام ہونا چاہئے کہ لوگوں کو  
اپنا سامان بہت جلد مل جائے -

دوسری سہری درخواست یہ ہے کہ  
جو ٹریلین ساوتھ انڈیا کو جاتی ہیں  
ان میں پانی کے اسٹوریج کی کافی  
گنجائش ہونی چاہئے - ہم نے دیکھا ہے  
کہ مدراس جتنی ٹریلین جاتی ہیں

ان میں پانی کی دقت ہوتی ہے - پہلے کے پانی کی دقت ہوتی ہے اور ہاتھ دھو کر وہیں بھی بہت کم پانی ملتا ہے جس سے بدبو پھلتی ہے اور لوگوں کو کافی تکلیف ہوتی ہے -

تیسری بات مجھے یہ کہنی ہے کہ جو ٹرینیں مدراس کی طرف جاتی ہیں چاہے وہ جی - تی - ہو یا قی لکس ہو یا جلتا ہو - ان ٹرینوں میں جتنے لوگ سفر کرتے ہیں ان کے لئے کرائنگ کار میں بیٹھ کر کھانے کا انتظام نہیں ہوتا اور لوگوں کو ایک ایک دو دو کھلتے کھو میں کھڑا رہنا پڑتا ہے - اور مجھے نہایت افسوس کے ساتھ کہنا پڑتا ہے کہ کھانا جہاں بلتا ہے اسی کے ساتھ کھانا کھانے کی جگہ ہے جو کہ نہایت گندمی ہوتی ہے - اور تھال اتلے صاف نہیں ہوتے جتنی کہ ہمیں جگجگہوں رام بابو سے توقع تھی - وہ خود کافی نفاست پسند ہیں اور اس میں شک نہیں کہ انہوں نے ریلوے میں نفاست لانے کی کوشش کی لیکن وہ نفاست عام لوگوں تک نہیں پہنچ پائی ہے - ہم امید کرتے ہیں کہ وہ اس نفاست کو عام لوگوں تک پہنچانے کا انتظام کریں گے -

ایک اور بات مجھے عرض کرنی ہے - جی - تی - جو کہ دلی سے مدراس کو ۱۵ اپریل اور ۲۱ مارچ کے بیچ چلتی ہے - اور جو مدراس اور دلی کے بیچ ۱۵ جون سے ۲۱ جولائی تک چلتی ہے - اس کے اسٹیشنوں میں ریلوے چاہیئے - اگر

جی - تی - کے لئے ایسا نہ کیا جا سکے تو دوسری ٹرینیں اس عرصے میں چلائی جائیں تاکہ جو لوگ مدراس سے دفتروں کے لئے آنا چاہتے ہیں یا جو چھتیاں گزارنے کے لئے مدراس جانا چاہتے ہیں - ان کو سہولیت ہو -

اس کے علاوہ میں یہ بھی درخواست کروں گا کہ دلی ناگپور ایکس پریس کے ساتھ بھوپال - ناگپور - جھدراباد - کے لئے جو کوچہز لگائی جاتی ہیں - ان کو علیحدہ رکھا جائے اور ان کے بدلے مدراس کے لئے کوچہز لگائی جائیں تاکہ جو لوگ مدراس جاتے ہیں ان کو سہولیت ملے - ان ٹرینیں کے لئے آپ کو اسٹیشن سرپیس دن کرنے کا انتظام کرنا چاہئے تاکہ لوگوں کو فائدہ ہو اور ان کو آرام ملے -

اب اس میں کوئی لمبی بحث کرنے کی گنجائش نہیں ہے - صرف ایک التجا ہے کہ ان دو مہینوں میں جب یہاں کے لوگ چھتیاں پر جاتے ہیں تو انہیں سہولیت دی جائے اور خاص طور پر جیسے کہ اس سال ہوا ہے کہ لوگوں کو ۲۳ - ۲۴ کھلتے کھو میں کھڑے ہونا پڑا ہے وہ دقت ان کو پھر پیش نہ آئے اور اس بارے میں لوگوں کو کوئی خاص قسم کی سہولیت دی جائے -

Shri Narasimhan (Krishnagiri): I heartily agree with what Shri A. M. Tariq has placed before the House. It

[Shri Narasimhan]

is well-known that extremes meet. He has spoken from the point of view of distant north, and I am speaking from the point of view of distant south. Both of us meet in this matter very heartily. The difficulties which he is facing when he starts from Delhi and reaches Madras are the same as what I and many others who travel from the south to the north meet with. The difficulties are common and are keenly felt.

Therefore, I do wish that Government should apply their mind to this matter. No doubt, one of the major difficulties will be the line capacity. Therefore, there must be some alternative routes for linking the north with the south. A fundamental approach will certainly solve the problem better.

**Shri T. B. Vittal Rao (Khammam):** The passenger traffic obtaining from New Delhi or Delhi to destinations up to and beyond Madras has increased considerably, and there is a necessity for the introduction of an additional express train. But the hon. Minister has stated that there is lack of line capacity and other things, and, therefore, that could not be arranged. But what we find is that sometimes when they want to run an extra train, they get line capacity. When they want to run a *de luxe* train, they somehow get extra line capacity.

**Shri Jagjivan Ram:** They cut out some goods trains.

**Shri T. B. Vittal Rao:** The *de luxe* train runs bi-weekly; then line capacity becomes available for that. So, it appears that the question of line capacity does not come in on certain days. Therefore, on the days on which there is no *de luxe* train, an additional express train should be run between New Delhi and Madras. In case, it is not possible to run a through train up to Madras, the Railway Board should think of the feasibility of running a direct express train at least between New Delhi and Hyderabad so that the passengers proceeding to Hyderabad

and for stations in Andhra Pradesh and Mysore via Hyderabad, Dornachalam and Guntakal can be facilitated.

In regard to the second class, the Railway Board has decided, and the Minister has also stated on several occasions, that they will progressively try to withdraw the second class from the railways. I do not find any reason for running a second class compartment between New Delhi and Madras and for stations beyond that.

So far as the G.T. Express is concerned, one is not assured of a sleeping accommodation in the second class. If second class is withdrawn, and instead of that, a sleeping coach is attached, it will give a good amenity for the passengers.

I want the hon. Minister also to consider one other aspect. I am told that during the last three or four years, a sum of Rs. 20 crores has been spent on this stretch of 1,300 miles for changing the interlocking system. Changing the interlocking system means increasing the section capacity. With all this huge expenditure, may I know if additional line capacity has not yet been created for running an extra train between Madras and New Delhi and back, which could start in the morning? That will be a great relief to the passengers, because passenger traffic on this section has increased by a little more than fifty per cent. during the course of these two Plan periods.

**Shri Warjor:** I want to bring one point to the notice of the Minister. The dining car from Madras to Delhi is detached at Bina or some other intermediate station at midnight. This creates difficulty not only for the passengers but also for the catering staff.

**Shri Thimmatah (Kolar—Reserved—Sch. Castes):** The train is already too long. The engine cannot pull on.

**Shri Narasimhan:** But we cannot pull on without food.

**Shri Warrior:** The engine may not pull on, but the passengers cannot pull on. We were told that this dining car could be extended to Delhi. There is no harm in extending it. We do not mind the dining car going from Delhi to Madras being detached at Kazipet, because early in the morning, we reach Vijayawada and we can have tea and other things. At the other places on the way, the food is very good, much better than the food given in the dining car from Delhi.

There is another difficulty. After Bhopal, the collecting is made by staff on the running train. I am told that there were accidents also on account of this. These people have to travel on the footboard collecting the trays. That is a very great difficulty. Not only that. We have also to keep awake until the boy comes and takes away the tray. All these difficulties can be avoided if the dining car could be made to proceed to Delhi.

There is another thing. We are told that good tea is always available at Agra. First of all, we do not know whether what is served is tea or coffee. We were also told that we would get some breakfast in Agra. But when we got out at Agra—so many of our friends also had noted this—the *iddlis* that were served were full of flies. We thought that the *iddlis* were pasted with *kishmish*, but when they flew away, we knew they were flies, black flies—and big flies at that.

So we could not take anything there. Invariably the G.T. reaches Delhi late. So by the time we reach Delhi, it is 10 O'clock in the morning and we are without even our morning tea.

These things must be looked into. This is a long distance journey, 1,300 miles from Delhi to Madras. It is not an easy joke. We spend 48 hours in the train. So, I hope the Minister will be kind enough to look into these matters sympathetically. It is not only first-class passengers who are travelling; there are so many third class passengers who are the most loyal servants of the Government. So some-

thing should be done to improve matters.

**Shri Achar (Mangalore):** I would only like to add one point. I would appeal to the Railway Minister to see if he cannot reduce the time taken in the journey. The long time taken creates difficulty specially for those of us who come from the West Coast. From here, we go to Madras. Then sometimes we miss the Mangalore Mail and we have to spend one day at Madras. So it takes four days to go to my place from here. Think of this situation. I spend practically one month in the year in the train itself.

We have no railway line from Bombay to Mangalore. So the distance which we have to cover is much longer. I would appeal to the Minister to see whether he cannot reduce the time taken, because this is a very vital line which runs not only to Tamil Nad but to the West Coast—the Kerala and Mangalore areas. The distance from Madras to Mangalore is more than the distance from Madras to Cape Comorin. So I have to go from one end to the other.

**Shri Warrior:** You join us (*Interruptions*).

**Shri Achar:** That is another aspect of it.

I am really very thankful to Shri A. M. Tariq for what he said. I do not know what he said. All the same, I know that he has said something in our favour. I am happy to see that there are some advocates in the north to plead the cause of people in the south. I once again thank Shri A. M. Tariq.

**Shri Thimmaiah:** About reduction of time, may I submit, Sir, that there is a lot of margin of time for the train? While going to Madras, the train takes about 3 hours from Gudur to Madras. It can be reduced; it is only 84 miles. While coming from Madras, it takes only 2 hours and 15 minutes. While going to Madras also it may take the same time.

**Shri Gulam Mohideen (Dindigul):** Just like the Deluxe train that runs two days a week, a similar train may be made to run and the inconvenience to passengers may be removed. The speed of the G.T. Express may also be increased as has been pointed out by some of our friends; and the time may be reduced.

Regarding catering, I think the present railway arrangement is somewhat better than it was before. I think our hon. friends will see the economic waste and not insist on running the coach from Bina to Delhi.

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** Mr. Chairman, I am thankful to the hon. Members for giving various suggestions.

**An Hon. Member:** Reply in Tamil to Shri Tariq.

**Shri A. M. Tariq:** Even then I can make out.

**Shri S. V. Ramaswamy:** I do not know whether the Chair will permit me.

**Shri A. M. Tariq:** It may be difficult for the Chair; but I will make it out.

**Shri S. V. Ramaswamy:** In his speech, Shri Tariq has made certain sweeping remarks about the G.T. Express and the food being not wholesome, that there was no water and the coaches were all dirty.

**Shri A. M. Tariq:** I never said that.

**Shri S. V. Ramaswamy:** That is my understanding of your Urdu.

**Shri A. M. Tariq:** I said that there is not enough water; that the storage was not enough for this train which runs from Delhi to Madras. I said that the kitchen is dirty and about food, that you could improve upon that.

**Shri Thimmaiah:** Shri Tariq is not a regular traveller in the G.T. Express.

**Shri S. V. Ramaswamy:** The normal service to the South is the G.T. Express and the Janata which go daily. Then there is also the bi-weekly Deluxe train.

My friend was complaining about the lack of amenities or facilities for passengers going south during the summer vacation. I have given detailed answers to several supplementary questions which were put by him and others in this House on the paucity of amenities. We did anticipate a rush; but the rush was unexpectedly so great that we could not manage it. It was 50 per cent more than what it was last year. We are well aware that among the lines where the passenger traffic has increased, this is one—the Delhi-Madras line; and the other is from Madras to Calcutta. We have been trying to increase the capacity during the summer vacation. During this summer vacation, on 6 occasions we attached an extra coach to the normal G.T. Express. Then, again, we ran 5 special trains and one special train purely for third class passengers. In the up direction from Madras, we ran 4 specials, two in May and two in July.

On the Bombay sector also we have run between the 7th April and the 15th June, 20 special trains each way—in all 40 trains. This is how we have been trying to meet the traffic from Bombay to Cochin. We have been trying our utmost to meet the increasing traffic. As I submitted before—and I wish to submit again—the traffic was unexpectedly large and we could not cope with it.

My hon. friend said that they were waiting in queues and all that. It might have been true. Better improvements will be thought of. Next year, perhaps, we might even announce earlier as to the number of trains that will be run so that students or parents may time the departure in such a way that there is the least inconvenience to the passengers.

17.25 hrs.

[Mr. SPEAKER in the Chair]

With regard to food, some suggestions have been made and Shri Warrior said that the dining car should run up to Delhi. This has been considered in great detail. He conceded that he does not mind the cutting of the dining car at Kazipet because from Vijayawada to Madras there are a number of places where they could have the best meals or tiffin. There is no difficulty about that. Now, with regard to the movement here, we have to meet the requirements of Bhopal, which is the capital of a State. We have to provide a sectional coach to Bhopal and we cannot increase the capacity of the train; it is already full. The engine has got a limited pulling capacity and beyond that we cannot load. In order to give a section coach to Bhopal....

**Shri A. M. Tariq:** Is it somewhere in the South?

**Shri S. V. Ramaswamy:** I refer to Bhopal—capital of Madhya Pradesh.

**Mr. Speaker:** It is really Bhopal; originally it was Bhopal.

**Shri S. V. Ramaswamy:** It is spelled as BHOPAL and not as BOOPAL. There is only one O. I was saying that we had to cut out this dining car at Bhopal. After all, what is the use of a dining car for an overnight journey? We have provided alternative arrangements both at Agra and Mathura; they are departmentalised. For the information of the House I can say there are South Indian cooks and whatever delicious dishes of the south they like they are available both at Mathura and Agra.

**Shri Warrior:** I gave a description of the South Indian food there.

**Shri Feroze Gandhi (Rae Bareli):** What about *idly* and *dosa*?

**Shri S. V. Ramaswamy:** They are available—as a matter of fact, *sambhar*, *chutni* and everything.

Now, the hon. Member, Shri Warrior complained about the quality of coffee and he said that he did not know whether it was tea or coffee. The blame is not on the coffee but perhaps with my hon. friend's taste, if he is not able to distinguish between the two.

**Shri Warrior:** We do not know what is coffee and what is tea? That is too much.

**Shri Palaniyandy (Perambalur):** Are they run by contractors?

**Shri S. V. Ramaswamy:** Agra and Mathura are departmentalised recently. We are having very good sales. Oftentimes I go and I check the complaint book and I find that there have been no complaints at all.

**Shri Feroze Gandhi:** Are the cooks South Indians?

**Shri S. V. Ramaswamy:** Yes..... (Interruptions). The hon. Members are entitled to go and inspect. Whenever I get down, if there is departmental catering, I go into the refreshment room and look into the complaint book to see what is the latest complaint. I also feel hungry.

**Shri Feroze Gandhi:** Can you cook yourself?

**Shri S. V. Ramaswamy:** I can.

**Mr. Speaker:** All caterers know the hon. Minister.

**Shri S. V. Ramaswamy:** For the information of the House, I may say that I go in mufti. I put on a kurtha and a dhoti and go like anybody else—in *cognito*.... (Interruptions).

Now, as regards the paucity of water, I think perhaps my hon. friend was travelling in summer. After all the Delhi-Madras line is the longest on the Indian railways—1,361 miles. It

[Shri S. V. Ramaswamy]

runs through different parts of the country. In certain parts there is plenty of water while certain parts are very dry and it is very difficult to get water. Perhaps he passed through certain territories where there was paucity of water. Sometimes, as you are well aware, we are not able to get water even for our own locos. That was the situation last summer in Jodhpur. We take water in water tanks and distribute it.

**Mr. Speaker:** How do all these arise in this?

**Shri Jagjivan Ram:** Every point was raised.

**Mr. Speaker:** No, no. This is only regarding reservation in south-bound trains.

**Shri Jagjivan Ram:** Reservation has been the least discussed point in this debate.

**Shri Basappa (Tiptur):** The main point is, they are putting an extra coach at the last minute.

**Mr. Speaker:** How does *idli-dosa* come into the picture?

**Shri Basappa:** If at an earlier stage they can have some little planning, see how much reservation is there and then add the required number of coaches it will ease the situation.

**Mr. Speaker:** Very often hon. Members would have felt that whenever somebody goes and asks for reservation he is told that all the seats have been booked whereas in the last minute it is always possible to get a seat. That happens in Madras, Bombay and other starting points. Nobody has been able to tackle this problem. If the man concerned knows you you are denied a seat, but if he does not know who you are you can always get a seat. That is what is happening day in and day out. How is this to be checked? *Idli* and *dosa* won't disappear, but what about this?

**Shri Thimmaiah:** There may be some bogus reservations.

**Mr. Speaker:** It appears there is some arrangement by which somebody gets the seats reserved ten days in advance. We have got to know what exactly is happening. This much is clear that if you take the ticket inspector or the reservation man aside you can get a seat.

**Shri Jagjivan Ram:** I do not think that happens.

**Mr. Speaker:** How can I give personal experience?

**Shri Jagjivan Ram:** You cannot give your personal experience, nor can I. But I have heard a lot of complaints. What I did last year was this. In the first place, every day a chart is displayed on which all the reservations are shown.

**Shri Feroze Gandhi:** That is not done now.

**Mr. Speaker:** Investigation should be made with regard to cancellations.

**Shri Jagjivan Ram:** Last year I told the General Managers that when reservations are made let some high officers look into the lists and write a letter to the persons with a reply card asking whether they have actually reserved such and such seats for such and such date or not. It has produced some results, because in one or two instances the reply that we got was that they do not know anything about the reservation. This has produced some effect and the complaint that I was receiving about *golmal* in reservation is not forthcoming in Delhi. I am trying to introduce this in other cosmopolitan cities also, but if any hon. Member gives any specific complaint I will see to it. I shall welcome suggestions, Sir, from hon. Members as to what further measures I should take to tighten this up so that there is no chance of misuse in this.

**Shri Palaniyandy:** These things happen to a great extent in Bombay.

**Shri Feroze Gandhi:** Is it not true that the Divisional Superintendents usually keep a quota of seats for themselves to be given at their discretion which usually upsets all the reservations?

**Shri S. V. Ramaswamy:** That is the H.O.R. quota.

**Mr. Speaker:** As in the case of aeroplanes where they reserve two seats for Government they keep here also. That is not touched. It is the non-quota that is interfered with. They put all bogus names—Krishnaswamy, Govindswamy etc.—and reserve seats.

**Shri Feroze Gandhi:** It is in the non-quota, as you say, that the thing exactly takes place.

**Shri S. V. Ramaswamy:** May I submit, Sir, that even hon. Members when they cancel their tours do not intimate their cancellations.

**Shri Narasimhan:** How does it come in here?

**Shri S. V. Ramaswamy:** That is how vacancies arise.

**Shri Narasimhan:** Sir, I do not like hon. Members being quoted unless specific instances are mentioned.

**Shri S. V. Ramaswamy:** There are specific instances.

**Shri Narasimhan:** You can deal with them, rather than bring it up here.

**Shri Thimmaiah:** Even Ministers do not intimate their cancellations.

**Mr. Speaker:** It is open to hon. Members to bring particular matters to the notice of the Minister. I would request hon. Ministers never to refer to any conduct of hon. Members. Hon. Members come here and represent public grievances. They themselves do so. It is easy to say one thing and

it is easy to reply to that also. But all this has got a bad effect. Those people who are elsewhere will say: "Oh, the Minister himself accuses hon. Members. They do not agree".

**Shri S. V. Ramaswamy:** That was not the intention with which I said it.

**Mr. Speaker:** I know that is not the intention, but it will have the effect.

**Shri S. V. Ramaswamy:** It may be a fact.

**Mr. Speaker:** May be. There are about 500 Members, and there are 400 millions. The population is 400 million. Hon. Members have got the privilege to go and make representations. I would request all Ministers never to refer to the conduct of any hon. Member. Hon. Members also will not make references to the conduct of Ministers; if they do so, they will have to keep out of the House.

**Shri S. V. Ramaswamy:** I did not mean any such thing in my remarks.

**Mr. Speaker:** Even to say that an hon. Member does not know how to distinguish between coffee and tea is not all right. I am rather surprised at such remarks. Hon. Members must feel that they are holding very high positions in this country. If the Minister makes light of an hon. Member and in return the hon. Member makes light of the Minister, we would not command any respect in this country, and we cannot rule this country at all. Therefore, hon. Ministers will be slightly more guarded. I am not saying so about everything, or everyone. This remark was rather bad: that he cannot make a difference between tea and coffee. Tomorrow, every caterer will say, "I know all Members of Parliament; not one of them can know the difference between tea and coffee"!

**Shri S. V. Ramaswamy:** As a matter of fact, with regard to the reservation, I checked it up at Madras, because I heard a number of complaints and I found that . . .

**Shri Feroze Gandhi:** Let him say sorry.

**Shri S. V. Ramaswamy:** I did not mean any offence in respect of hon. Members,—I apologised—and . . . (*Interruption*).

**Mr. Speaker:** Nobody will ever feel that Shri Ramaswamy is capable of an offence!

**Shri Feroze Gandhi:** After all you have said, at least the Minister can say that he did not mean it and say 'sorry' for it. After all, 40 lakhs of people travel every day and 700 Members cannot upset the railways.

**Shri Warrior:** Actually, I and Shri Kumaran, an hon. Member of this House had been coming from Madras. He ordered tea and when the tea was taken, it was seen that it was neither coffee nor tea. It was commented upon by my hon. friend in my presence. I just remembered it and put it to the Minister. Whether he can rectify it or not is another question. But that is what had happened.

**Shri Jagjivan Ram:** When did it happen?

**Shri Warrior:** In Agra. We have not noted when it happened.

**Mr. Speaker:** Did it happen when he came to attend this session of Lok Sabha?

**Shri Warrior:** No.

**Shri Jagjivan Ram:** Previously, catering at Agra was under the contract system. We have recently departmentalised it. Therefore, I wanted to know when it happened.

**Shri Warrior:** May be it was a contract. (*Interruption*).

**Mr. Speaker:** Hon. Members also must bear in mind that in northern India they do not know how to prepare coffee.

**Shri S. M. Banerjee (Kanpur):** I object to that!

**Shri Feroze Gandhi:** We strongly take objection to your remark.

**Shri Jagjivan Ram:** I think the Chair is not fair to the North Indians.

**Mr. Speaker:** I meant good coffee. I only wanted to defend those persons that gave something which could neither be coffee nor tea, because they do not prepare as good coffee as they prepare good tea.

**Shri Jagjivan Ram:** I will check up to see whether we have a Tamilian cook or not. If there is none, I shall try to have one!

**Shri Feroze Gandhi:** We shall invite you to take coffee with us.

**Shri S. V. Ramaswamy:** Shri Vittal Rao made a few suggestions. He said that when the *de luxe* train can be run on certain days, why it could not be made a normal feature and be run every day. The whole thing has been so arranged that we have got to adjust the goods trains passing on the line on those days. My hon. friend said: "If you can run a special train on occasions such as summer vacation, why not it be made a normal feature?" We run special trains at the sacrifice of goods trains. We have to cut out some trains because of want of capacity. It cannot be a normal feature. We cannot cut out goods trains every day in order to provide for special trains. But it is not to argue that we should not meet the requirements of the public. We shall certainly take into consideration what the needs will be. We have taken a lesson from the difficulties in operation this year. We shall see how far we can accommodate the increasing traffic and to see that there is the least amount of inconvenience to passengers in this connection.

**Shri Thimmaiah:** In the *de luxe* train, there is air-conditioned third and non-air-conditioned third class, but there is no non-air-conditioned first class. Either they should cancel the air-conditioned first class or introduce some first class compartments which

are not air-conditioned, so that it will be useful to Members. As it is, if I start today, I reach Mysore after three days.

**Shri S. V. Ramaswamy:** We shall consider the suggestion.

f:

17.42 hrs.

#### COMMITTEES ON THIRD FIVE YEAR PLAN

**Mr. Speaker:** I want to make an announcement to the House, though the House is thin. Hon. Members are aware that last time when the second Five Year Plan was placed before the House in advance, I appointed four committees of the House. I appointed a sub-committee of the Business Advisory Committee to divide the subjects dealt with in the Plan and put them into four groups. I requested hon. Members to intimate to me or to the office the groups in which they want to serve, in the order of their preference—1, 2, 3 and so on,—so that I might assign all Members to one or other of those groups. Sometimes there was overlapping last time.

Now I intend constituting similar groups for considering the third Five Year Plan. The first meeting of these groups will be held on the 9th. Thereafter, as soon as the House meets next time, they will go on meeting from day to day. Tomorrow is 7th. I would request hon. Members to intimate to me before the 8th their order of preference, so that I might announce the committees and they may have a sitting on the 9th. A bulletin will issue.

The names of these committees and the subjects tentatively are: Committee A—Policy, Resources and Allocations. These groups were made last time and

with suitable modifications, they have been introduced here. Committee B—Industry, Power and Transport. Committee C—Agriculture and Rural Economy. Committee D—Social Services, Technical Man-power and Scientific Research. If a large number of people want to serve in Committee D, I would like to divide it into Committees D and E. Committee D—Social Services and Committee E—Technical Man-power and Scientific Research.

There may be four or five groups. Hon. Members will kindly write to the office the groups in which they will serve in the order of their preference—1, 2, 3 and so on. If they want to serve on more than one committee, I will make it convenient. The sittings will be held differently and on different dates, so that they can attend them.

After the names are received, I will appoint the Chairmen. The proceedings of the committees will be placed in the Parliament Library, as was done last time. The committee will send abstracts of the proceedings to the House for its consideration later on.

The details will be published in the bulletin. I hope and trust that a large number of Members will take interest and send their names to the Secretary. Also, last time the committees were composed of Members from both Houses. I shall also send a request to the other House that they may similarly suggest names for inclusion in one or the other of the committees.

17.44 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, September 7, 1960/Bhadra 16, 1982 (Saka).*