

SHRI SHANTI BHUSHAN: What-
ever improvements were made in the
conditions of service of the judges of
the High Courts and Supreme Court
by the amending Act of 1976, there is
no proposal under the consideration of
the government to withdraw any of
them.

SHRI SOMNATH CHATTERJEE:
May I know whether the government
is considering raising the retirement
age of Supreme Court Judges and con-
sequently the retirement age of High
Court Judges because they want to
keep a distinction between the Sup-
reme Court Judges and High Court
Judges? May I know whether the
State Governments in regard to
providing proper facilities with regard
to dispensation of criminal justice? So
far as I know, a representation has
been made by the West Bengal Gov-
ernment for financial assistance May
I know whether the Government is
considering it?

SHRI SHANTI BHUSHAN: So far
as the age of retirement is concerned,
the suggestion made in the report of
the Law Commission was that the age
of retirement of High Court Judges
should be raised from 62 to 65. At
that stage it was decided by the gov-
ernment not to accept that recom-
mendation of the Law Commission
because the government felt that there
should be a difference in the retire-
ment ages of High Court Judges and
Supreme Court Judges, one of the
reasons being obvious, i.e., some at-
traction for going to the Supreme
Court is provided even by the differ-
ence in the two ages.

Now, so far the Government has
not applied its mind to the question
of making a general raise in the age
of retirement of the Supreme Court
Judges also except the fact that the
former Chief Justice of India had sent
a suggestion some time back that the
age of retirement of the Supreme Court
Judges should also increase, but no
consideration has been given to that
proposal.

About the other part of the question
relating to facilities for providing
better criminal justice, it is true that
I had written a letter some time back
to the Chief Ministers of all the States
in the country drawing their attention
to the fact that even criminal justice
was too much delayed and pointed out
the various serious consequences
which arose on account of delays not
only in the administration of criminal
justice, but also in the administration
of justice by itself and I had suggested
that perhaps they might consider the
question of constituting more courts
and taking other steps also, whatever
might be feasible, to rectify the situa-
tion. In that connection, many of the
State Governments have already in-
creased the number of courts and
various other things are being done
and the Chief Minister of West Bengal
also wrote to me saying "Yes, we are
trying to increase the number of
courts, providing more court rooms,
buildings and so on but then there
are financial implications". He wrote
that special assistance to the West
Bengal Government might be provid-
ed by from the Central financial assis-
tance in that connection. Now, it is
obvious that this is not a problem
special to the West Bengal Govern-
ment, this is a problem which occurs
in almost all the States of the country
so that the question of providing any
special assistance only to the West
Bengal Government and not to other
Governments obviously does not arise.
But so far as general assistance to
State Governments etc, is concerned,
that is a general question and obvious-
ly everything, allocation of funds etc.,
is taken into consideration.

New Direct Train from Ahmedabad to Madras

*764 **PROF. P. G. MAVALANKAR:**
Will the Minister of RAILWAYS be
pleased to state.

(a) whether Government have
started a new direct train between
Ahmedabad and Madras;

(b) if so, when and with what periodicity;

(c) is it an all second-class train; and

(d) if so, what are the special and additional passenger amenities provided on the said train?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (c). Yes Sir, 145/146 Madras Beach-Ahmedabad weekly Navajivan Express has been introduced with effect from 6th April, 1978. It is a classless train having only IInd class accommodation.

(d) It is a fully reserved fast train with Second Class cushioned sleepers. Janata Bed rolls are supplied on demand on payment of prescribed charges. Water containers have also been provided in the coaches to provide cold water. A pantry car has been provided on this train to supply hot food. A lending library has also been introduced on the train.

PROF. P. G. MAVALANKAR: Sir, I do wish to congratulate my friend, the Railway Minister for starting this new train which has been a great help and it was welcomed by many people. 'Classless society' is all right. But I do not know why he calls it a 'classless train'. What he means is a single class train—only the second class. I would like to ask him, apart from congratulating him on this and also congratulating him on the name given 'Navajivan Express', a very significant and good name, and it is his choice I understand—I congratulate him for that also—just as he has given the name 'Gitanjali Express' to the train from Calcutta to Bombay, which is also his choice, whether the Government will eventually consider increasing the periodicity of the Navajivan Express between Ahmedabad and Madras. Today it is a weekly train. But I would like to know whether it can be made more than weekly—twice or thrice a week. Secondly, I would like to know whether this train—I do not want to take the time by going into the whole route—will also be rout-

ed in such a way so as to enable hundreds of thousands of people of Andhra Pradesh who live in Ahmedabad, Baroda and other places in Gujarat to catch this train and get down at a particular station to go on their onward journey to Hyderabad and other places.

PROF. MADHU DANDAVATE: He has congratulated me, but during the Question Hour he must only say "Whether I can congratulate." Anyway, he has congratulated me. I am thankful to him. As for the suggestions which he has made, we have already made the announcement. Firstly, as far as the frequency of the train is concerned, the occupation of train goes on increasing as the frequency increases. It is directly proportionate to the occupation and therefore, we are watching the occupation of the train. Secondly, we quite see the difficulties of people coming from other regions of South like Andhra, Mangalore, and Kerala. I have already announced while introducing the train that within a few days we are going to have some additional bogies for people travelling to Kerala and other parts so that they should be able to get full advantage. In addition to that ...

SHRIMATI PARVATHI KRISHNAN: At least you give South Indian names to the additional bogies.

PROF. MADHU DANDAVATE: Yes, we will give. For that I will consult Shrimati Parvathi Krishnan and I am sure that she will give a good suggestion. Then there was also a suggestion from the passengers from Ahmedabad, that till the new bogies are introduced, some re-adjustment of the time-table can be made for the people in the South, so that when they reach Madras, if they have to get connecting trains for the southern region, adequate connections should be available. We are examining that problem.

As far as the third question is concerned, we are trying to give more

facilities, and you will be happy to know that our idea is to give more connections between Ahmedabad and Madras, not only in terms of carrying passengers, we have also tried to depict, in this very train, the saga of Indian freedom movement, in which the important events in the life of Gandhiji when he led the struggle, have been pictorially inscribed, and important quotations have also been inscribed. We have received very good response to it.

PROF. P. G. MAVALANKAR: Music is also very important. Music is soothing.

PROF. MADHU DANDAVATE: If he travels by this train, he will find that the entire music of the wheels is also very pleasant.

PROF. P. G. MAVALANKAR: He said in his answer that it was a fully reserved train. I want to know whether reservations are also possible for the passengers to Madras or vice-versa at the intermediate stations, and whether the janata bed rolls which are provided are really of good quality or they are only of janata quality. (Interruptions) When we give things free or at low cost, we don't look at the quality. I want that quality things should also be given. We should not look merely at the price. I did not mean Janata Party quality! I said janata quality. I want to know whether the quality of the thing will be looked after, and what is the fee charged for the bed roll? Finally, the Railway Minister has already started this train. There is also a train from Ahmedabad to Calcutta. Will he also think of having a train by name 'Young India'—a name also given by Gandhiji—between Ahmedabad and Delhi via Jaipur, so that these States can also be connected?

MR. SPEAKER: The last question does not arise.

PROF. MADHU DANDAVATE: As far as part A of the question is concerned, the entire train is so devised

that it starts from Ahmedabad, goes to Baroda, then to Surat, Nandurbar, Jalgaon, Manmad, Dhond, Sholapur, Guntakkal, Gooty, Renigunta and then to Madras. The tickets for all the stations are available. Reservations for the intermediate stations are available. And since the train does not stop in between these stations, the question of reservation does not arise, for others.

Secondly as regards the janata bed rolls, if the hon. Member travels by this train, he will find that we have taken proper precaution to provide clean janata bed rolls, so that passengers should have sound sleep and not be disturbed by the bad smell of the janata bed roll. That precaution has been taken.

As regards the extension of the train, Members will be very happy to know that we want such facilities to be extended to different regions. And, therefore, we are already examining the starting of such classless trains, with all these facilities. We are examining the problem of starting them between Bhubaneswar-Secunderabad; Secunderabad-Bombay and similarly between Ahmedabad-Bhavnagar-Porbandar and also between Bhubaneswar and Delhi via Asansol.

MR. SPEAKER: Mr. Minister, you are extending the scope of the question.

PROF. MADHU DANDAVATE: He has asked the question.

MR. SPEAKER: That is why I said that the last question need not be answered. Once you extend the scope of the question, the supplementaries will also be extended.

PROF. MADHU DANDAVATE: Now about the last train. I have mentioned these trains. There is also one train in the northern region, I must mention it. Otherwise I will be guilty of regionalism. There is the Howrah-Jammu train which will pass through Patna, Lucknow and Ludhiana. We are also trying to examine it.

SHRI VIJAYKUMAR N. PATIL: Will the Minister consider the possibility of linking Nardana and Dhule line, a distance of 20 miles with this train? It is lying in the region between Ahmedabad and Madras. This Nardana-Dhule-Chalisgaon line will reduce the distance between Ahmedabad and Madras by this train by 60 miles. There is already a demand placed on the Government by the people of Dhule district, for the provision of this 20-mile link between Nardana and Dhule.

PROF. MADHU DANDAVATE: That is altogether a different question.

MR. SPEAKER, Mr. Minister, You have opened the topic. That is the difficulty. Anyway, the Minister will consider that.

SHRI VIJAYKUMAR N. PATIL: Will the Government agree to this at least?

PROF. MADHU DANDAVATE: I am saying that already we have received a memorandum on those lines. We will take it into account. I am not going to give a firm commitment. Unless we examine the problem, it is not proper to give a reply.

MR. SPEAKER: May I suggest that the Minister may kindly reply to the question? Do not enlarge the scope. Then it will enlarge the scope of the supplementaries. That is my request to all of you.

Train Accidents

*765. **SHRIMATI BIBHA GHOSH GOSWAMI:** Will the Minister of RAILWAYS be pleased to lay a statement showing

(a) total number of train accidents during the last six months;

(b) total number of people died in these accidents;

(c) details zone-wise; and

(d) total amount paid as compensation?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

The number of train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains which occurred on the different Railways during the period 1-10-1977 to 31-3-78 and the number of persons killed therein is given below:—

Railway	No of train accidents	No. of persons killed
1. Central . . .	67	8
2. Eastern . . .	26	8
3. Northern . . .	62	77
4. North Eastern . . .	35	4
5. Northeast Frontier	29	..
6. Southern . . .	43	8
7. South Central . . .	32	12
8. South Eastern . . .	59	..
9. Western . . .	59	22
TOTAL . . .	412	139

(d) A sum of Rs. 2 51 lakhs approximately has been paid as compensation under the Indian Railways Act, 1890 to the victims or their dependents involved in train accidents during the period from 1st October, 1977 to 31st March, 1978. The other claims are pending in the courts of the Ad-hoc Claims Commissioners/Ex-officio Claims Commissioners and the payment will be made to the claimants on the basis of the verdicts of the courts.

Out of 16 Railway employees who were killed on duty in these accidents, a sum of Rs. 3,32,100 has been paid as compensation due under the Workmen's Compensation Act 1923 in the case of 14 deceased employees.