

to be released. They have not said anything so far. Regarding the nature of the cargo, it is of various kinds, machinery and other goods also.

श्री कंबर लाल गुप्त : क्या मंत्री महोदय बताएंगे कि कारगो के अतिरिक्त वहां पर पाकिस्तान में बहुत से कारखाने भी रह गए हैं और खास तौर से दिल्ली के कई इंडस्ट्रियलिस्ट्स हैं जिन के कारखाने रह गए हैं, तो क्या उन कारखानेदारों ने आपके पास कोई रेप्रेजेंटेशन भेजा है कि हमारे पाकिस्तान में इतने कारखाने रह गए, बहुत नुकसान हुआ, हम सफरर्स हैं, हमें कुछ सहायता दीजिए? सहायता पैसे की नहीं, क्रेडिट फैसिलिटी, बिजली, जमीन आदि की। क्या सरकार उस रेप्रेजेंटेशन पर विचार कर रही है? यदि कर रही है तो क्या कार्यवाही अब तक की है?

श्री विनेश सिंह : अध्यक्ष महोदय, जो हमारी अचल सम्पत्ति हिन्दुस्तान की पाकिस्तान सरकार ने ली है वह लगभग सवा दस करोड़ की है। जहां तक कि उस को यहां मजदूरी देने की बात है मैं एकदम से नहीं कह सकता कि हमारा जो पुनर्वास मंत्रालय है उस ने उन के लिए क्या किया?

Introduction of Second Class Sleeper Coaches

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*1593. **Shri Sradhakar Supakar:**
Shri Hukam Chand Kachwal:
Shri Jagannath Rao Joshi:
Shri Y. S. Kushwah:
Shri G. C. Dixit:

Will the Minister of Railways be pleased to state:

(a) whether it is proposed to introduce Second Class sleeper coaches in all long distance trains in India;

(b) if so, the amount of expenditure likely to be incurred thereon; and

(c) the routes to be covered and the time by which these coaches are likely to be introduced?

The Minister of State in the Ministry of Railways (Shri Parimal Ghosh):
 (a) No, Sir.

(b) For providing Second Class Sleeper Coaches on selected long distance B.G. trains, the rolling stock programme for the Fourth Five Year Plan has a firm provision of 50 and a tentative provision for 60 B.G. Second Class Sleeper coaches. The total cost of these 110 coaches is estimated to be Rupees two crores and twenty two lakhs approximately. The present proposal is to introduce Second Class Sleeper Coaches on Kalka-Delhi-Howrah, Delhi-Madras, Amritsar-Delhi-Bombay, Bombay-Howrah and Bombay-Madras routes. These services are likely to commence being introduced on these routes from October, 1967.

Shri Sradhakar Supakar: May I know, having regard to the limits of the hauling capacity of these long-distance trains, whether the provision of second class sleeper coaches will be to the detriment of the third class sleeper coaches?

Shri Parimal Ghosh: No, Sir. The second class sleeper coaches will not interfere in anyway with the third class sleeper coaches.

Shri Sradhakar Supakar: May I know whether the provision of the second class as a whole is not to the disadvantage of the passenger traffic, in the sense that the second class passengers and those travelling in coaches other than sleeper coaches pay a higher amount but do not enjoy the same amenity as enjoyed by the third class passengers in sleeper coaches?

Shri Parimal Ghosh: The present system in the second class coaches is, half of these coaches is being given for sleeper berths and the other half is for sitting accommodation. This actually is causing some inconvenience for those who are having sleeper berths. So, in view of this, we have now evolved a new system of coaches in which the sleeper berths will be exclusively given to those who want to travel in sleeper coaches. There

will be a completely separate arrangement.

Shri Sradhakar Supakar: My question was not answered, Sir. My question is this: how far the second-class non-sleeper coaches serve any useful purpose in the sense that the passengers are already required to pay a higher amount without enjoying the corresponding amenities.

Shri Parimal Ghosh: For the time being, the practice as it is now is, for having a second-class berth the passengers pay only Rs. 5 as surcharge. The accommodation in the train compartments is now such that even by paying Rs. 5, the comfort that they get is much more than what is available in the ordinary coaches.

श्री सुकन चन्द कश्यप : यह जो सेकेंड क्लास के डिब्बे हैं इन में थ्रीर यर्ड क्लास के डिब्बों में यात्रियों को कोई खास सुविधा का अन्तर नहीं मानूँ मंडा। ताँ बया इसके स्थान पर सेकेंड क्लास के डिब्बे हटा कर थर्ड क्लास के डिब्बों को उनमें वही यंत्रणित दी जायगी जो संले के डिब्बे में होती है प्रीए उन्हें एक निदिष्ट स्थान तक के लिए लगवें ताकि जो कम स्थान पर जाने वाले यात्री हैं उको उसमें जाने की जरूरत न पड़े और जो इन डिब्बों में जाने वाले हैं उनको कोई कठिनाई का सामना न करना पड़े ?

Shri Parimal Ghosh: In the new second class coaches that will be introduced, definitely the comfort will be much more compared to the present second class coaches. The introduction of the new second class coaches will definitely not interfere with or obstruct the third class passengers in any way.

QUESTION UNDER RULE 40

Action Taken Reports of the Estimates Committee

4. Shri Madhu Limaye: Will the Chairman, Estimates Committee be pleased to state:

(a) whether the Estimates Com-

mittee have prescribed (or recommended to the Speaker) any time-limit for submitting Action Taken Reports on the recommendations made in the Estimates Committee Reports or in any other manner;

(b) if not, the reasons therefor;

(c) if so, the number of cases in which this time-limit has been observed;

(d) whether these reports and the Estimates Committee's review of these Action Taken Reports reveal the recurrence of the same irregularities, the same assurances of Government that they would remove them and the repetition of the same mistakes over again; and

(e) if so, the effective action/steps the Estimates Committee propose to take to eliminate the repetition of the same mistakes and recurrence of the same irregularities?

Chairman, Estimates Committee (Shri P. Venkatasubbaiah): (a) Yes Sir, six months as prescribed by the Estimates Committee.

(b) Does not arise.

(c) In respect of 58 original reports presented during the Thrd Lok Sabha, time-limit of six months was observed in the case of 4 reports only.

(d) and (e). The function of the Estimates Committee is to report what economies, improvements in organisation, efficiency or administrative reforms can be effected after examination of the estimates. The Reports of the Committee contain their observations and recommendations in pursuance of the above functions. The replies of the Government to the recommendations are scrutinised by the Estimates Committee and separate reports are presented to the House. These Action Taken Reports show to what extent the Government have taken action to remove the irregularities, if any, which may have been pointed out in the Reports. The Committee have pointed out defects, shortcomings, etc. in respect of the different Ministries/Departments in their