

**Expenditure incurred on providing Amenities to railway passengers**

349. PROF. SOURENDRA BHAT-TACHARJEE: Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent by the Railways on providing amenities to passengers class-wise in the years 1979 and 1980 both on trains and at stations; and

(b) what are the amenities available to passengers travelling by train?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The amount spent on providing amenities to passengers both on trains and at stations during the years 1979 and 1980 is as under:

	(Rs. in crores)
1979	4.44
1980	4.12

Information is not maintained class-wise.

(b) 1. Amenities available to Passengers while travelling by trains are listed below:—

(i) Slogan indicating "Free Carriage Cleaning" displayed at important stations and Safaiwala/Cleaners are provided with distinct Arm Band indicating "Free Carriage Cleaning Service."

(ii) At major stations exclusive booths have been provided on the platforms to enable passengers to contact the Supervisory Staff on duty to obtain specific help in cleaning or other attention to coaches.

(iii) Safaiwala and Maintenance Staff are provided on long-distance trains and two wash basins one at each end in the new designed II Class Coaches have been provided in addition to 4 lavatories.

(iv) Improved drainage has been provided in the lavatory.

(v) One lavatory for every 20 passengers against 40 in the past has been made the standard for II Class Coaches. Lavatory area has been increased from 1.27 square metres to 1.73 square metres.

2. In order to reduce the ingress of dust and to minimise the transfer of heat or cold from outside, the following measures have been taken in all classes of coaches:—

(i) Window of improved design with better sealing arrangements have been provided.

(ii) Flooring construction of new design of coaches is such that it provides for better insulation against transmission of heat, cold and noise from below.

(iii) Outer surface of steel roof of coaches is painted with aluminium to reflect solar heat.

3. With a view to narrowing the gap in the facilities provided for 1st and II Class travel on long distance trains the following additional amenities have been standardised for all II Class 3-tier Sleeper Coaches:—

(i) Cushioned berths and backrest to add to the comfort.

(ii) Tinted window glasses to prevent glare, as an experimental measure.

(iii) One Western style Lavatory of four for the benefit of these passengers who are sick or old or otherwise find it difficult to use the Indian style lavatory.

(iv) Additional racks for keeping meal trays in hygienic condition.

(v) Space for keeping potable drinking water container.

(vi) Space to keep linen and bedding in some sleeper coaches for supply to passengers on payment of prescribed charges.

4. Besides, following improvements have been affected in all II Class coaches:—

(i) In II Class BG Coaches the lavatory water tank capacity has been increased from 318 litres to 455 litres, i.e., a total increase of 548 litres for four tanks.

(ii) On the metre gauge II Class Coaches the water capacity has been increased by 246 litres. The number of lavatories have also been increased from 3 to 4.

(iii) Two additional Wash Basins have been provided outside the lavatory in II Class (General) Coaches.

(iv) Ash Trays and Coat Hooks have been provided in the bays of II Class General and Sleeper Coaches. Coat Hooks in the lavatories of II Class Coaches have been increased in number.

(v) The level of illumination has been increased from 10 to 16 lux.

5. For passenger comforts, the number of passenger per coach dimension of seats and berths, minimum knee room between seat/berths and minimum clearance below the seats in various classes of coaches have been provided.

#### **Setting up of a Railway Coach manufacturing Factory at Allahabad**

350. SHRI G. C. BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to set up a railway coach manufacturing factory at Allahabad which has all the infrastructures;

(b) if so, what are the details in this regard; and

(c) if not, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) There is a proposal under consideration for setting up a new Railway Coach Production Unit.

(b) and (c) The proposal is under consideration of the Planning Commission for their clearance of the Project. On receipt of the Planning Commission's clearance, a Project Report will be prepared to include scope, cost, location etc. of the proposed new Railway Coach Production Unit.

#### **Dispute with the manufacturers of wagons**

351. SHRI R. R. MORARKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about 1500 wagons ordered by the Railways are still lying with the manufacturers due to some dispute; and

(b) if so, what is the nature of the dispute and what steps are being taken to settle the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No wagons are lying with the wagon manufacturers on account of disputes.

(b) Does not arise.

#### **Central Railway's Suburban Section Rail Services in Bombay**

352. SHRI R. R. MORARKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Western Railway in its suburban section in Bombay is maintaining frequency of trains within 3-4 minutes during peak hours whereas the Central Railway in its suburban section