

were raped. Such threat is being given in the hospital. There was great discontent and indignation and many of the nurses were in tears. I have brought these to the notice of the Chief Minister immediately. I do not know whether the Central Government is aware of such a treatment being meted out to the nurses in different parts of the country. In this case the allegations were against some junior doctors, not any senior doctor. Nurses not only from Uttar Pradesh but from other States also were there. Has it occurred to the Government that if such things happen, the nurses will naturally seek employment elsewhere. This has been happening in many parts of the country, including hospitals. I gave the example of Allahabad because Allahabad is famous for a variety of reasons nowadays also. "Would the hon. Minister investigate this matter and see what steps can be taken in consultation with the State Government in order to prevent this kind of inhuman treatment being given to the nurses of our country?"

SHRI RAVINDRA VARMA: Sir, it is true that there are reports occasionally of maltreatment of various kinds and this causes concern not only to the Government but to our society as a whole, because in the case of a noble profession like nursing it is essential that the highest respect and human respect is shown to those who take to this profession. Sir, the hon. Member referred to a particular instance about what he learnt when "He was in Allahabad. I shall certainly get in touch with the State Government to know what happened and what can be done. Sir, I would like to say that there are about ninety thousand nurses working in different hospitals all over the country. Whatever we say in drawing attention to difficulties here or there, or incidents here or there, should not contribute to creating an atmosphere where there is feeling of insecurity and, therefore, sir, this is a question

which has to be looked at not merely from the point of view of the Government or the Opposition but of the national necessity to create a proper atmosphere.

SHRI BHUBESH GUPTA: This is a moral lecture,

MR. CHAIRMAN: Next question.

**Quota of railway berths in trains for  
Railway Headquarters and Minister of  
Railways**

\*322. DR. (MRS.) SATHIAVANI  
MUTHU: † SHRI E. R.  
KRISHNAN; SHRI M.  
KADERSHAH:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the total number of berths in first and second class which are available in the Paschim Express, Tamil Nadu Express, K. K. Express, and G.T. for journeys from Delhi;

(b) what is the quota of seats in each of these trains at the discretion of the Minister of Railways and Railway Headquarters separately; and

(c) what are the criteria for allotment of the quota by the Minister of Railways and the Railway Headquarters?

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

**Statement**

(a) The total number of berths/ seats in Airconditioned, Air-conditioned, 2-tier super, 1st class, Air-conditioned Chair Car and second class available ex. Delhi by Paschim Express, Tamil Nadu Express, K. K. Express and G. T. Express trains is shown below:

†The question was actually asked on the floor of the House by Dr. (Mrs.) Sathfavail! Muthu.

	ACC	AC 2-Tier	1st Class	AC Chair Car	Second Class	
					Berths	Seats
(i) 26 Up Paschim Express . . . . .	14	..	110	..	249	456
(ii) 122 Up Tamil Nadu Exp- ress . . . . .	18	94	48	146	825	..
(iii) 126 Up K.K. Express :						
(1) for Bangalore . . . . .	..	46	26	..	332	..
(2) for Trivandrum Central . . . . .	..	46	26	..	225	..
(iv) 16 up G.T. Express :						
(1) for Madras . . . . .	10*	..	88*	34*	306*	80*
	..	..	114@	..	225@	80@
(2) for Cochin Harbour Ter- minus . . . . .	..	..	22	..	..	..
(3) for Bangalore . . . . .	..	..	22	..	150	..
(4) for Waltair (bi-weekly) . . . . .	..	..	..	..	75	..
(5) for Bhopal (tri-weekly) . . . . .	..	..	..	..	75	..

\* On A.C. days (bi-weekly)

@ On non-AC days.

(b) There is only one quota known as Headquarters quota for emergent booking. details of which are given

below. There is no other quota at the discretion of the Railway Minister.

	ACC	AC 2-Tier	1st class	AC Chair Car	Second class Sleeper berths
(i) 26 Up Paschim Express . . . . .	2	..	12	..	11
(ii) 122 Up Tamil Nadu Express . . . . .	2	8	4	20	8
(iii) 126 Up K.K. Express :					
(1) for Bangalore . . . . .	..	8	2	..	8
(2) for Trivandrum . . . . .	..	8	2	..	8
(iv) 16 Up GT Express :					
(1) for Madras . . . . .	2	..	6	5	12
(2) for Bangalore . . . . .	..	..	4	..	12
(3) for Cochin Harbour Terminus . . . . .	..	..	4	..	..
(4) for Waltair . . . . .	..	..	..	..	6
(5) for Bhopal . . . . .	..	..	..	..	6

(c) The Headquarters quota is meant for use of the Central/State? Ministers and high officials entitled to requisition rail accommodation on "High Official Requisition". When this quota is not utilised by those entitled to it,, Members of Parliament, foreign tourists, Press correspondents, Government officials travelling on duty and" other compassionate cases, i.e. those having to travel suddenly in connection with death, serious illness etc. are accommodated against the unutilised quota. Any accommodation left unutilised out of the Headquarters quota after meeting the above requirements, is released in favour of passengers on the waiting list at the station. The utilisation of this quota is kept under constant supervision to ensure proper use.

DR. (SHRIMATI) SATHIAVANI MUTHU: According to the statement, the allotment of AC-II tiers in ' G.T. Express in nothing; it is 'nil'. I would like to know whether there is any proposal of the Government to allot AC-H tiers in G.T. Express. Secondly, there are a number of AC chair car seats. Is there any proposal to increase their number? Thirdly, there is a quota meant for use of the Central/ State Ministers and the staff entitled to it. Generally the State or Central Ministers travel by air, not by train. Will the Minister consider increasing the quota of Members of Parliament?

PROF. MADHU DANDAVATE: The answer to the first two supplementaries is 'no'. As regards the third, if the category mentioned does not travel by train,, in that case thatT^uota will be available to Members of Parliament foreign tourists, Press correspondents and Government officials travelling on duty.

DR. (SHRIMATI) SATHIAVANI MUTHU. I have already put the question that the category mentioned travels by air. I want the preference to be given to Members of Parliament.

PROF. MADHU DANDAVATE: I have already clarified in the written

answer that on every train a specific quota for Members of Parliament is already there. In addition, as she says the quota of Central and State Ministers who travel by air will also be available, and the first priority will be given to the Members of Parliament.

SHRI N. K. P. SALVE: Sir, I agree with the Minister,, but it must be pointed out to him that Members of Parliament experience great difficulties in finding accommodation. Invariably, specially at the mid-stations they find it extremely difficult to get ' accommodation. We have to approach the Minister and with his intervention we get accommodation. There is something basically wrong somewhere because if that is not so how could we get the accommodation after his intervention? I am not saying that you should not help in future... (Interruptions).

But in the intermediate station, there is any amount of difficulty. If I have to travel from Nagpur, then I do not know whether I am ever going to get a seat in a train. Therefore, one ! has to travel by plane from intermediate station. You know,, Sir, what a calamity plane travel in these days They are always late and so on and so forth. Therefore, I would like to know from the Railway Minister whether he is willing to look into the matter whether there is something basically wrong in the implementation of the system which has , inherited.

PROF. MADHU DANDAVATE: Sir, I do concede that Members of Parliament do come across many difficulties in securing reservations. But, Sir, there is nothing basically wrong with the reservation system. The hon. Member should kindly note that the Indian Railways carry nearabout one crore of passengers everyday. Almost 1/ 60th of the country is always travelling on the Railways.

SHRI PILOO MODY: Some are going to rallies.

PROF. MADHU DANDAVATE: If those who come even for rallies—ir-

respective of their party affiliations —reserve the coaches in time after making the payment., then we give reservation to them also whether (Interruptions) They may be for Kisan Sammelan or for Congress (I) rallies, if they pay, they get the reservation. We are interested in getting more earnings. After all being-Commercial organisation we will be more happy if there are more rallies so that we get more earnings. (Interruptions) As far as Shri Salve's assertion that sometimes he had to approach the Railway Minister. Sir, I have made it clear already that there is no such thing as Railway Minister's quota at all. I will give a simple illustration. Once my wife and brother wanted to go by a particular train., but no quota was available as the quotas are released after 12 o'clock and 5 o'clock, therefore they had to cancel their programmes and go by another train. Whenever I intervene, it is for the quota which is not fully availed. We see to it that the quota is closed at 12 o'clock for the evening trains and at 6 o'clock for the other trains. Therefore, if some quota is available and if they telephone me or my special Assistant or my Private Secretary., it is in that quota that they are accommodated. There is no nepotism. If seats are available, they are given.

**श्री गणपत हीरालाल भगत :** सभापति जी माननीय मंत्री जी यह बतलाने की कृपा करेंगे कि नागपुर में मद्रास से, आन्ध्र प्रदेश से या तमिलनाडु से जो गाड़ियाँ आती हैं उनमें कोई जगह नहीं मिलती और विदर्भ में 20, 22 एम पी ज हैं। उनको भी रिजर्वेशन पाने में बड़ी असुविधा होती है। इन गाड़ियों में उनके लिये कोई कोटा नहीं है। तो मैं जानना चाहता हूँ कि क्या माननीय मंत्री जी इस प्रकार की कोई व्यवस्था करेंगे ताकि उन लोगों को वहाँ आसानी से रिजर्वेशन मिल सके ?

**प्रो० मधु दण्डवते :** मूल प्रश्न निश्चित गाड़ियों के बारे में है, हमारे देश की ट्रेनों के बारे में नहीं है इसलिये इस प्रश्न का उत्तर देना इस समय संभव नहीं है। लेकिन हम सोच रहे हैं कि जहाँ कोटा कम है जैसा कि माननीय सदस्य ने कहा है और कन्सल्टेटिव कमेटी में भी सुझाव आया है, वहाँ के लिये विचार कर रहे हैं कि उस कोटे को बढ़ा दिया जाय।

**DR. BHAIRAV MAHAVIR:** Sir, long-term reservation has been introduced and I think we can reserve seats up to six months before the journey. But there is one difficulty that has arisen because of this facility. Sometimes there is a sudden emergency. People cannot foresee any reason for undertaking a journey but because of illness or death or some such cause, they have to have a reservation in a train. In that case, they are completely stranded. They do not have any remedy in this situation. Therefore, I would like to ask the Minister if there is any proposal to keep some seats out of the available accommodation for such emergencies and also to ensure that these seats are not misused by black-marketeers or exploited by profiteers. There is a need for making some accommodation available for such emergencies. Is there any proposal? I am told that there is a proposal but it has not yet found acceptance with the Railway Board. I would like to know what the decision is.

**SHRI PILOO MODY:** This is called the outpatients reservation.

**PROP. MADHU DANDAVATE:** Would you reply to the question? Sir, in my reply I have already indicated the Headquarters quota that is available for the various trains. In the written statement I have also clarified the very point which the hon. Member has asked. I will read it again for his information. "When this quota is not utilised by those entitled to it,

Members of Parliament, foreign tourists, Press correspondents, Government officials travelling on duty and other compassionate cases, i.e., those having to travel suddenly"—exactly your words—"those having to travel suddenly in connection with death or serious illness etc., are accommodated against the unutilised quota."

DR. BHAI MAHAVIR: Sir,, my question remains. It is not reservation. This can be done only against a quota, and that too unutilised quota. My suggestion is that there must be some provision made for emergencies. Life has its own emergencies.

**श्री जगदीश प्रसाद माधुर :** मंत्री महोदय ने जवाब देते हुए बताया कि एम० पी० को सुविधा मिलती है और उसके बाद नान एम० पी० को भी सुविधा मिलती है लेकिन मैं दूसरे तबके की बात कहना चाहता हूँ। पार्लियामेंट हाउस में टिकट लेने के लिए वहाँ पर सांस लेने की गंजाइश नहीं होती। हम लोगों को टिकट देने के लिए वहाँ के कर्मचारी शाम के 8 बजे तक काम करते हैं। मैं पूछना चाहता हूँ कि ऐसे अफसरों या कर्मचारियों को मेहरबानी करके कुछ एक्स्ट्रा मदद दिया करें या कम से कम नान-एम०पी० को वहाँ पर जाने से मना करें।

**श्री० मधु दण्डवते :** श्रीमन्, माननीय सदस्य को मैं बताना चाहता हूँ कि यह शिकायत कंसल्टेटिव कमेटी में भी सदस्यों ने की थी। हम लोगों ने निर्णय किया है कि पार्लियामेंट हाउस में जो रिजर्वेशन काउंटर है उस पर 11 बजे से 2 बजे तक सिर्फ पार्लियामेंट के मेम्बरों को ही वहाँ रिजर्वेशन करने की इजाजत दी जाएगी और दोपहर दो बजे के बाद उनकी चिट्ठी लेकर जो दूसरे लोग आते हैं उनको टिकट दी जाएगी। ऐसा सेग्रिगेशन हमने किया है। मैं समझता हूँ कि इससे सबको सुविधा हो जाएगी।

**श्री जगदीश प्रसाद माधुर :** कर्मचारी जो वहाँ काम करते हैं उनकी हालत खराब है। उनके बारे में नहीं बताया। (Interruptions)

SHRIMATI PURABI MUKHOPADHYAY: Sir, is it not a fact that as far as the Eastern Railway is concerned, they are very particular about the reservation of MPs. and we have never faced any difficulty so far as our reservation is concerned? If that efficiency is shown to non-MPs. we will be very glad because we are told that at every counter if an amount of Rs. 10 or Rs. 15 is paid then the passenger gets his ticket. Such is not our experience because as MPs. we are treated well and we have never been refused any accommodation even at the last moment. I am one of those who travel very frequently and who come to the station at the last moment. But even then I get my reservation. But the non-MPs who travel on our railways have to face utmost difficulties in every section of our railways. The hon. Minister should do something for them and not for us.

PROF. MADHU DANDAVATE: Sir, I can assure -he hon. Member that the efficiency which she has praised in relation to the reservation for M.Ps., we will try our best to see that efficiency percolates into the reservation for others also and in that we also seek the co-operation of others.

SHRI N. P. CHENGALRAYA NAIDU: Sir, I am glad that the hon. Minister has just now said that without any distinction of political parties he is giving reservation for special trains. He has said that they welcome people travelling more and more and giving more money to the railways. But, Sir, Shrimati Indira Gandhi has given a statement that special trains were not arranged to enable her people to come to Delhi. On the other hand, there is information that the Railway people offered to help them and asked them to deposit the money but they have not paid. Which of these two things is true,, I

want to know from the Railway Minister.

MR. CHAIRMAN: This does not arise out of it.

PROF. MADHU D AND A V. ATE: It is a very relevant question, Sir. I do not want to drive a wedge between..

श्री कल्प नाथ राय: क्या बात करते हो ? ...

(Interruptions)

प्रो० मधु दण्डवते : मैं जब व दूया, आप क्यों नाराज होते हो ?

MR. CHAIRMAN: He is going to reply. (Interruptions).

PROF. MADHU DANDAVATE. Sir, I do not want to induct any politics into this question. Let me make our position clear. Whenever our officials expect any extra rush on any line, they provide additional bogies and, if necessary, additional trains so that other passengers are not disturbed at all. Wherever we expect this extra rush—whether belonging to Congress (I) or Congress or AITUC or RSS, we are not concerned about it—we provide extra bogies additional trains. We are concerned with clearing the rush. Whenever they make the payment for reserving the bogies, the bogies are made

available on that particular day (Interruptions). Sir, as for the particular question as to whether Congress (I) Workers made the payment or not, I have to say that that a party is permitted to step into the train only when the payment has been made.

#### Underground railways in Metropolitan cities

\*323. SHRI RAM LAKHAN  
PRASAD GUPTA: SHRI  
BHAIKAB CHANDRA  
MAHANTI: SHRI  
HAREKRUSHNA  
MULLICK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the question of providing underground railways in the metropolitan cities like Delhi, Madras and Bombay has ever been examined; and

(b) if so, what is the approximate expenditure involved in each case?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) A statement is laid on the Table of the House.

The question was actually asked on the floor of the House by Shri Harekrushna Mullick.

#### Statement

(a) Yes, Sir.

(b) The approximate cost of the mass rapid transit systems at the 1974 price level are as follows:—

##### Bombay :

6th Corridor . . . . . 34 kms. Mainly on surface but including 1 km underground.

Cost . . . . . Rs. 160 crores.

7th Corridor . . . . . 27 kms. including 19 kms. underground.

Cost . . . . . Rs. 450 crores.

##### Madras

22 kms. including about 1 km underground and partly elevated.

Cost . . . . . Rs. 154 crores.

##### Delhi

36 kms. underground 97 kms surface

Cost . . . . . Rs. 870 crores