

कब तक आशा करें कि यह काम पूरा हो जायेगा और यह संस्था स्थापित हो जायेगी ?

SHRI B. BHAGAVATI: In the last Conference of State Transport Undertakings held at Mahabaleshwar on the 11th and 12th October, the constitution prepared by the Committee was reviewed and considered. The views of the State Governments are being obtained. As yet their views have not been obtained, and when their views are obtained, the Ministry will take them into consideration and finalise it.

श्री नवाबसिंह चौहान : महाबलेश्वर में जो स्टेट अण्डरटेकिंग्स की कान्फरेंस हुई थी क्या उसमें राज्य सरकारों के मंत्री सम्मिलित नहीं हुये थे ? अगर सम्मिलित हुये थे तो क्या यह मान लिया जाये कि जो निर्णय महाबलेश्वर की कान्फरेंस ने लिये थे वे सब सरकारों की सम्मति से किये गये निर्णय थे ?

SHRI B. BHAGAVATI: State Ministers were not there. Only officials were there. So the State Governments' views have to be obtained.

SHRI M. P. BHARGAVA: May I know what would be the difference in duties between this organisation proposed to be set up and the Inter-State Transport Commission?

SHRI B. BHAGAVATI: That was only a conference. This is a standing permanent organisation. The proposed organisation is a permanent organisation. It will do co-ordination work and also arrange for supplies of stores to the State Transport Undertakings in the different States.

SHRI MULKA GOVINDA REDDY: May I know whether any model laws have been framed regarding the constitution, functions and powers of these undertakings and whether the State Undertakings have been formed on the basis of those laws?

SHRI B. BHAGAVATI: The draft constitution has been finalised.

SHRI MULKA GOVINDA REDDY: May I know what steps have been taken in different States for completely nationalising road transport as was decided by the Governments that by 1965 complete nationalisation should take place?

MR. CHAIRMAN: You might raise that question separately.

SHRI M. P. BHARGAVA: May I know whether the question has been examined by the Government that there would be no overlapping or duplication of duties between this body and the statutory body which is already in existence?

MR. CHAIRMAN: He has pointed out the difference between the Commission and the Conference.

SHRI JAGJIVAN RAM: The hon. Member has not followed. This body which is proposed is purely to co-ordinate the activities of the State undertakings. It is not meant for the private operations also. He is thinking of the Inter-State Transport Commission; that is for all, to co-ordinate between the different States, that is, how to facilitate the issue of permits and licences, and so on. This will not be the function of the proposed organisation. It will be only to help the State Undertakings in the different States in matters of supply of spares or stores and also in seeing that as far as possible there is uniformity in their functions.

REDUCTION IN SPEED OF MAIL AND EXPRESS TRAINS

*203. SHRI BANSI LAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that speed of all the express and mail trains in the country has been reduced with effect from the 1st October, 1962; and

(b) if so, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b) A statement is laid on the Table of the Sabha.

STATEMENT

(a) It is a fact there is an increase in overall running time of important mail/express trains in the Time Table which came into force from 1st October, 1962.

(b) The main reasons for the increase in overall running time are:

- (i) Provision of adequate time to cover up the time lost by mail /express trains due to the execution of a large number of engineering and signalling works (for developing additional transport capacity) which are now in progress or will have to be taken up for execution during the currency of the Time Table.
- (ii) Provision of adequate time to cover other factors, such as, inferior quality of coal supplied to the Railways, excessive misuse of alarm chain apparatus, signal failures, etc. which normally affect the punctuality performance of trains to a great extent.
- (iii) Provision of adequate time for increase in duration of halts, where considered necessary, to meet operational and traffic requirements.

श्री बंशीलाल : क्या मंत्री महोदय बतायेंगे कि सिगनल्स का खराब होना और रेलवे इंजनों को खराब कोयला मिलने की शिकायतें कब तक दूर हो जायेंगी ?

श्री शाहनवाज खां : सिगनलों को ठीक करना रेलवे के बस की बात है लेकिन रेलवे को जो कोयला मिलता है उसको दुरुस्त करना रेलवे के बस की बात नहीं है।

SHRI C. D. PANDE: Lately, it was said on behalf of the Government that the speed has been reduced because lines are being laid in several sectors. But they are laid in certain limited sectors, whereas the speed has been uniformly reduced. There was a time thirty years back when the speed of the Frontier Mail was 45 miles per hour. It took 22 hours from Delhi to Bombay. Now, it takes 25 hours. The proposal now is to reduce the speed further. May I know why Government cannot maintain the speed which was possible thirty years ago?

SHRI SHAH NAWAZ KHAN: Now the maximum permissible speed of our trains is 60 miles per hour, and some of our trains run at 55 miles per hour.

SHRI C. D. PANDE: I am not referring to the mileage. I am referring to the time taken between the important stations, Delhi and Bombay. Is it not a fact that the time taken by the Frontier Mail in 1920 or even in 1925 was 22 hours and today it is 25 hours?

SHRI SHAH NAWAZ KHAN: The hon. Member also knows that the number of trains running on particular tracks has increased immensely. The trains have to cross each other, then there is electrification and so there are engineering works, and the works are going on all over the place.

SHRI JAI NARAIN VYAS: Is the paucity of steel responsible for the late running of trains because in so many sections new rails are not available and the old rails are worn out?

SHRI SHAH NAWAZ KHAN: That would not quite apply to the main lines. It may apply to branch lines.

†*204. [Postponed to the 26th November, 1962].

†This question lapsed subsequently.