

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY):

(a) No.

(b) No; the second part of the question does not arise.

(c) Drivers, Shunters, Firemen, Guards and Brakesmen.

(d) Yes. Representations have been received from time to time. The decision has been that Travelling Ticket Examiners should not be classified as running staff.

SHRI M. P. BHARGAVA: May I know the definition as defined by the Railway Board of "running staff".

SHRI S. V. RAMASWAMY: The working definition is those directly connected with the movement of trains.

SHRI M. P. BHARGAVA: May I know whether the T.T.Es. were ever included as members of the running staff?

SHRI S. V. RAMASWAMY: They were never included. They made a representation to the first Central Pay Commission, and they rejected it. The second Pay Commission also rejected their representation.

SHRI M. P. BHARGAVA: May I know the allowances paid to the members of the running staff and the T.T.Es.

SHRI S. V. RAMASWAMY: I can give the information. The allowance varies from Rs. 1-8-0 to Rs. 6 per day depending upon the grade.

SHRI M. P. BHARGAVA: May I know whether it is correct to include brakesmen amongst the members of the running staff?

SHRI S. V. RAMASWAMY: Yes, because they are directly concerned with the operation. It may be necessary to halt the train and also release the brake so that the train may run.

SHRI MAHESWAR NAIK: The travelling ticket examiners are also responsible so far as the running of the train is concerned. At the same time may I know whether it is not a fact that they also undertake the same onerous duties as the drivers, guards and brakesmen?

SHRI S. V. RAMASWAMY: They have nothing to do with the direct running of the train. They are only the staff who check the tickets in running trains. It should not be confused. Therefore, Sir, they are not included in this category.

DR. A. N. BOSE: Are the conductor-guards and personal van checkers included in the running staff?

SHRI S. V. RAMASWAMY: Conductor-guards and personal van checkers are not running staff.

MR. CHAIRMAN: He has not got all that information readily available.

*478 and *479. [The questioner (Shri P. N. Rajabhoj) was absent. For answers, vide cols. 3215-16 infra.]

*480. [The questioner (Shri Jugal Kishore) was absent. For answer, vide cols. 3216-18 infra.]

"KISAN SPECIAL" FROM MADRAS TO DELHI

*481. { SHRIMATI T. NALLAMUTHU
RAMAMURTI†;
SHRI ABDUL RAHIM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a special railway train named "Kisan Special" was provided from Madras Central to Delhi railway station during this month;

(b) if so, why it was called a Special; and

(c) what special arrangements were made regarding the catering of food to the passengers on the train?

†The question was actually asked on the floor of the House by Shrimati T. Nallamuthu Ramamurti.

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY):

(a) Yes. Two Kisan Special trains were run from Madras to New Delhi on 14th and 16th February, 1960.

(b) As these trains are not regular trains but were run only on those days and exclusively for kisans in connection with the World Agriculture Fair held at New Delhi.

(c) Supervisory staff accompanied the Specials to ensure satisfactory catering arrangements and special steps were taken to provide from the catering units at suitable intermediate stations, a large number of meals, food packets, tea and other snack required.

SHRIMATI T. NALLAMUTHU RAMAMURTI: May I know the number of *kisans* who travelled by that train?

SHRI S. V. RAMASWAMY: There were two special trains. By the first Special, 448 *kisans* travelled and by the second Special 400 *kisans* travelled.

SHRIMATI YASHODA REDDY: May I know the additional amount of money spent by the railways over the Kisan Specials?

SHRI S. V. RAMASWAMY: I am sorry I could not tell you.

SHRIMATI YASHODA REDDY: Has it been brought to the notice of the hon. Minister that the *kisans* travelling by these Kisan Specials were treated worse than goods? At least we have got a Bill to prevent cruelty to animals but there is no Bill to prevent cruelty to men and women. More than thirty people had been put into one bench. Has it come to the notice of the hon. Minister?

SHRI S. V. RAMASWAMY: I would take strong objection to this remark. They were treated with the utmost

consideration. As regards catering also, these *kisans* who came from the South were served with *uppuma* and coffee in the morning, *sambhar bath*, *curd bath*, etc. for meals and *bajji* for tea. All these delicious things of South India were served to them.

SHRIMATI T. NALLAMUTHU RAMAMURTI: Is it not a fact that these *kisans* had to suffer for want of proper catering, that the trains had to wait for the other trains to pass, that the train arrived at stations at odd hours and that when all these *kisans* got down for their meals, the queue before the catering stall was so tremendous that hardly one-third of them were able to get their meals, for suddenly the signal was given and they had to rush back to the train?

MR. CHAIRMAN: You have given details of *bajji* and coffee.

SHRI S. V. RAMASWAMY: Details of the meals served, Sir? Where, what and how much was served? On the downward journey, on the 14th February, four hundred cups of coffee were kept ready at Gudur.

MR. CHAIRMAN: That will do. Please sit down.

DR. RAGHUBIR SINH: May I know how many hours late the train arrived at the stations?

SHRI S. V. RAMASWAMY: The point is, these were special trains. The regular trains had to maintain their punctuality and therefore precedence was given to the regular trains and they had sometimes to stop at the crossings.

DR. RAGHUBIR SINH: Was there not a proper planning and a proper schedule of the timing to ensure that they were properly run, that they ran to schedule and not late by 26 hours?

SHRI S. V. RAMASWAMY: Sir, it imposed a terrific strain on the entire system because the regular services had to be maintained and at the same time the special trains had to be run.