

blank paper ticket for the journey of the patient and his attendant to pay the amount of single fare of the class occupied". This means that it is half for each.

MR. CHAIRMAN: No.

SHRI V. K. DHAGE: If I travel first class and if I buy a single first class ticket for the attendant, I go free. If I go alone by first class, then I pay one-fourth of the fare, but then, Sir, if I travel first class, an attendant is allowed.

SHRI JAGJIVAN RAM: No.

SHRI V. K. DHAGE: With a servant's ticket, an attendant is allowed to travel in first class.

SHRI JAGJIVAN RAM: No.

SHRI V. K. DHAGE: If I travel first class, my servant with a third class ticket is allowed to attend on me.

DR. H. N. KUNZRU: Certainly, yes.

SHRI JAGJIVAN RAM: The attendant is not allowed to travel all along but only occasionally, to attend on the first class passenger.

SHRI R. P. N. SINHA: Is it not a fact that the attendant is allowed to travel in the night in first class for the purposes of security?

(No reply.)

SHRIMATI T. NALLAMUTHU RAMAMTJRTI: On the production of a medical certificate an attendant is allowed to travel first class, to attend on a person.

SHRI JAGJIVAN RAM: Yes.

MR. CHAIRMAN: Ordinarily, the attendant comes only when he is called for, but if the patient produces a medical certificate to the effect that he must be attended to by an attendant constantly, then the attendant is allowed to travel in the first class.

*224 and *225. The questioner (Shri P. A. Solomon) was absent. For answers, vide cols. 1076-77 infra.]

INTRODUCTION OF "SLEEPING COACHES" FOR III CLASS PASSENGERS ON TRAINS

*226. SHRI D. P. SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government propose to introduce "sleeping coaches" for III class passengers on trains without making any surcharge for their use;

(b) if so, on which of the railway systems these coaches are to be introduced; and

(c) what will be the estimated expenditure on the scheme?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) to (c). A statement is placed on the Table of the Sabha.

STATEMENT

(a) A new type of III class sleeper coach having equal number of seats and berths has been constructed and placed in service in October 1959 on Nos. 3/4 Madras-Howrah Mails and 23124 Delhi-Bombay Central Janata Express trains for III class passengers holding tickets for distances over 500 miles. In these carriages passengers are provided seating accommodation during day and sleeping, accommodation during night and no additional surcharge, other than the reservation fee of 25 nP per person, is levied.

(b) This type of service will be extended to other trains as more coaches, of the new type, which are under construction, become available.

(c) The scheme does not in itself involve any extra expenditure except that these coaches cost initially about five thousand rupees more each and their capacity is 75 passengers as against 80 passengers in the standard type of third class coaches.

SHRI D. P. SINGH: Can the Government tell us as to how long it will take for the Railways to introduce such coaches on other Railways?

SHRI SHAH NAWAZ KHAN: Sir, we have placed an order for two hundred such coaches and we hope that these coaches will start becoming available from April 1960.

SHRI B. B. SHARMA: May I know, Sir, whether there are any Coaches of this type on the N.E. Railway?

SHRI SHAH NAWAZ KHAN: We have placed orders for one dozen such coaches for the metre-gauge section.

SHRI FARIDUL HAQ ANSARI: May I know, Sir, whether these coaches have two-tier berths or three-tier berths?

SHRI SHAH NAWAZ KHAN: They are three-tier coaches. I have personally inspected the carriages and they are very comfortable. Particularly I know that hon. Members are very allergic to three tiers. I have myself sat up on the third tier and it is possible actually to sit up on the third tier. We have provided more accommodation.

DR. R. P. DUBE: Have they provided any ladders to climb up?

SHRI SHAH NAWAZ KHAN: Yes, Sir, a

श्री राम सहाय : क्या माननीय मंत्री जी यह बतलाने की कृपा करेंगे कि जिन लाइनों में यह कोचें नहीं चली हैं—उदाहरण के तौर पर जो ट्रेन देहरादून से कलकत्ता जाती है उसमें इस तरह के कोचें नहीं हैं—तो वहां इस तरह के कोचें चालू करने का विचार है ?

श्री शाहनवाज खां : जैसे-जैसे कोचें बनकर हमको मिलते जायेंगे, वैसे-वैसे हम लभते जायेंगे ।

step.

SHRI FARIDUL HAQ ANSARI: May I draw the attention of the hon. Minister to the fact that in the middle berth it is absolutely impossible to sit up or to turn while sleeping?

SHRI JAGJIVAN RAM: In the first place, it is not meant to sit. The question is that long-distance passengers should be provided with some accommodation for stretching themselves—that is the idea—without any extra charge being levied on them. For those who want more comfortable accommodation, first class accommodation and also the two-tier accommodation will be available, which they can reserve on payment of additional charges. So, those who want more comfortable accommodation can pay additional charges and avail of the accommodation.

PANDIT S. S. N. TANKHA: How is the passenger expected to go and lie down in the tier without being in a sitting position at one time?

SHRI JAGJIVAN RAM: The hon. friend may go and try. Perhaps it may not be comfortable for a person who has been accustomed to first class or air-conditioned travel, but the third class passenger knows how to stretch himself.

DR. R. P. DUBE: I think that it will not be necessary for the hon. Member.

•227. [The questioner (Shri P. A. Solomon) was absent. For answer, vide col. 1077-78 infra.]

RAILWAY ACCIDENT TO 352 DOWN PASSENGER TRAIN

•228. SHRI FARIDUL HAQ ANSARI: Will the Minister Of RAILWAYS be pleased to state:

(a) whether the 352 Down Ambala-Allahabad passenger train was involved in an accident between Bareilly and Lucknow on the 24th September, 1959; and

(b) whether any enquiry has been instituted in this connection; if so, what is the result of this enquiry?

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

(b) According to the findings of the Enquiry Committee the derailment has been due to the failure of human element.