

डा० पी० एस० देशमुख : शुरू शुरू में तो बहुत भारी रेट थे, ५२ रु० से लेकर ५५ रु० तक। मगर अब ३५ रु० रेट कर दिया गया है। इसमें से भी काश्तकारों से केवल ३० रु० लिये जायेंगे, बाकी ५ रु० स्टेट गवर्नमेंट सब्सिडी के तौर पर देगी।

श्री राम सहाय : क्या आप यह बता सकेंगे कि जिनकी जमीन को आपने आबाद किया है क्या उनको कोई खास रिलीफ मिल रही है ?

डा० पी० एस० देशमुख : जब गल्ले के भाव कुछ कम हो गए थे तब कुछ शिकायत थी। मगर अब तो अच्छे भाव हैं और अच्छी फसल वहां पैदा होती है। मैं समझता हूँ कि उनकी शिकायत अब दूर हो गई है।

INTEGRAL COACH FACTORY AT PERAMBUR

*274. SHRI M. VALIULLA: Will the Minister for RAILWAYS be pleased to state:

(a) the number of railway coaches built at the Integral Coach Factory Perambur from the 1st October 1955 up-to-date; and

(b) how many coaches are expected to be built in that factory in 1956-57?

THE DEPUTY MINISTER TOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) 12 unfurnished coaches up to 31st March 1956.

(b) 60 unfurnished coaches.

SHRI M. VALIULLA: Is it the idea of the Government to switch on to the integral coaches or to go on with our old coaches also?

SHRI O. V. ALAGESAN: We have just now started manufacturing these integral type coaches. Production began in last October and the full production target will be reached in about four years' time. Originally five years' time was fixed for reaching the full target of production. Now,

it is hoped to be reached within four years. In the meantime as we need a large number of coaches, we will have other coaches also built in this country and we will have to use them.

WAITING ROOMS AND WAITING HALLS AT RAILWAY STATIONS

*275. SHRI M. VALIULLA: Will the Minister for RAILWAYS be pleased to state:

(a) the expenditure incurred on the construction of new waiting rooms and waiting halls at railway stations in each railway zone in each year from 1953-54 onwards; and

(b) how many of them were constructed for third class passengers?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

Expenditure incurred on construction of waiting rooms and waiting halls at railway stations and their number for third class passengers.

(a) Railway	Year	Expenditure Rs.
N. Railway	1953-54	1,76,000
	1954-55	1,65,000
	1955-56	2,06,000
E. Railway	1953-54	1,66,524
	1954-55	3,02,983
	1955-56	24,331
W. Railway	1953-54	4,41,280
	1954-55	4,30,210
	1955-56	4,81,300
S. Railway	1953-54	2,54,861
	1954-55	2,05,938
	1955-56	1,17,013
C. Railway	1953-54	Nil
	1954-55	3,64,733
	1955-56	1,98,127
S.E. Railway	1953-54	1,62,000
	1954-55	24,000
	1955-56	74,000
N.E. Railway	1953-54	3,42,000
	1954-55	3,48,000
	1955-56	2,88,000

(b) N. Railway	. . . . .	46
E. Railway	. . . . .	25
W. Railway	. . . . .	63
S. Railway	. . . . .	34
C. Railway	. . . . .	17
S.E. Railway	. . . . .	9
N.E. Railway	. . . . .	54

SHRI M. VALIULLA: As most of the income of the Railways comes from the III Class passengers, may I know what proportion of this income from them is spent in providing more amenities for them in the matter of constructing more waiting rooms for them?

SHRI O. V. ALAGESAN: Sir, the House knows that we are taking every possible step to increase the amenities available for the lower class passengers and we have been spending roughly Rs. 3 crores for that purpose. Here also it will be noted that most of the waiting rooms and waiting halls constructed were for the use of the III Class passengers.

SHRI M. VALIULLA: As there are separate waiting rooms for the I and II Class passengers for gentlemen and for ladies, are there separate waiting rooms for lady III Class passengers also?

SHRI O. V. ALAGESAN: In some bigger stations there are separate ladies' waiting rooms also for the III Class passengers.

SHRI MAHESWAR NAIK: May I know the number of stations which have not yet been provided with waiting rooms and waiting halls?

SHRI O. V. ALAGESAN: I should like to have notice.

PANDIT S. S. N. TANKHA: We have today read in the newspapers that the roof of the waiting hall in Ahmedabad collapsed and killed some passengers. In view of this, does not the Railway Minister consider it more desirable that, instead of building new waiting halls, it is more in the fitness of things

to see that the existing halls are properly maintained so that their roofs do not collapse and kill the passengers?

SHRI O. V. ALAGESAN: I too saw the news item in today's morning papers, but I also noted—and I think the hon. Member also would have noted it—that it was due to a strong wind that blew and it was not due to any defect in the construction of the roof.

रेलों पर मोनो-रेल सिस्टम का चालू किया जाना

*२७६ श्री नवाबसिंह चौहान : क्या रेल मंत्री १९५५-५६ की एस्टीमेट्स कमिटी की २१वीं रिपोर्ट के पृष्ठ ५ पर पृ. १६ को देखेंगे और यह बतलाने की कृपा करेंगे कि :

(क) क्या सरकार भारतीय रेलों पर मोनो-रेल सिस्टम चालू करने के बारे में किसी अंतिम निर्णय पर पहुंची है ;

(ख) इस संबंध में रेलवे गवर्नरालय में जो खोज हो रही थी उस का क्या परिणाम निकला और जो रेलवे टेकनिकल अधिकारी विदेश गये हुये हैं, उन्होंने क्या विचार प्रकट किया ; और

(ग) इस सिस्टम का ब्यौरा क्या है ?

t [INTRODUCTION OF MONO-RAIL SYSTEM ON THE RAILWAYS

*276. SHRI NAWAB SINGH CHAUHAN: Will the Minister for RAILWAYS be pleased to refer to paragraph 16 on page 5 of the Twenty-first Report of the Estimates Committee, 1955-56, and state:

(a) Whether Government have arrived at any final decision regarding the introduction of Mono-Rail System on the Indian Railways;