

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

SHRI N. D. M. PRASADARAO: From the report of the Fertiliser Enquiry Committee it is learnt that the most congested line is from Gudur to Madras. So, what is the point in doubling from Bezwada to Nellore only?

MR. CHAIRMAN: That is a suggestion.

SHRI O. V. ALAGESAN: It will be up to Gudur also.

MR. CHAIRMAN: He says that from Gudur to Madras it is very crowded.

SHRI O. V. ALAGESAN: We are now converting the Gudur-Renigunta metre gauge line into broad gauge, and so doubling from Gudur to Madras will be obviated.

SHRI R. U. AGNIBHOJ: Is there any efficient road transport service between Gudur and Madras?

SHRI O. V. ALAGESAN: The National Highway runs parallel to the railway line.

SHRI KISHEN CHAND: May I know from the hon. Minister, in view of the fact that industries in South India are suffering due to lack of coal, what steps are being taken by the railways to supply coal from Dornakal-Singareni Collieries—by doubling this track?

SHRI O. V. ALAGESAN: That is a different matter altogether.

PROF. G. RANGA: The hon. Minister said that pending a final decision, portions of the line are likely to be doubled. Am I to understand that in case this is finally decided upon, this will not in any way affect the possibility of having a separate railway line from Kazipet to Gudur or Nellore?

SHRI O. V. ALAGESAN: We have not taken any decision yet, but in the meanwhile we wanted to improve the movement on this line, and so in a recent

meeting the General Manager of the Southern Railway was asked to consider whether he could double portions of this long section, so that, as and when doubling takes place, to that extent the carrying capacity of this line may improve. That is the idea.

PROF. G. RANGA: Without prejudice to the other line?

SHRI O. V. ALAGESAN: That also will be considered.

BAN ON SALE OF BETELS ON RAILWAY STATIONS

***44. DR. RAGHUBIR SINH:** Will the Minister for RAILWAYS be pleased to state:

(a) whether the sale of betels has been banned at all railway stations in the Bikaner Division of the Northern Railway; if so, why; and

(b) whether it is proposed to ban the sale of betels at all the railway stations on the Indian Railways?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The sale of betel leaves has been banned at 15 stations in the Bikaner Division, which fall within the states of Pepsu and Punjab. A list of these stations is placed on the Table of the Sabha. The ban has been imposed with a view to ensure cleanliness of station premises.

(b) No.

List of stations in the Bikaner Division at which sale of betel leaves has been banned.

1. Bhatinda
2. Kot Kapura
3. Fazilka
4. Bhiwani
5. Ellanabad
6. Gurgaon
7. Garhi Har Saru

8. Hissar
9. Hansi
10. Muktsar
11. Mandi Dabwali
12. Pataudi Road
13. Rewari
14. Sirsa
15. Raman.

DR. RAGHUBIR SINH: May I know on what basis the selection of the 15 stations was made?

SHRI O. V. ALAGESAN: In fact in the Punjab and PEPSU States there are 47 stations where the sale is prohibited of which 15 stations fall in the Bikaner Division. The local advisory committee was consulted and the stations were chosen by the Railway administration in consultation with the advisory committee.

DR. RAGHUBIR SINH: My question was what was the basis on which it was chosen.

MR. CHAIRMAN: He says that the local advisory committee recommended.

DR. RAGHUBIR SINH: No, Sir. He says they were consulted.

MR. CHAIRMAN: Mr. Alagesan, he wants to know whether you simply consulted them or accepted their suggestions.

SHRI O. V. ALAGESAN: Their recommendation was accepted.

DR. RAGHUBIR SINH: On what basis was the selection made of 15 stations only out of all the stations in that Division?

MR. CHAIRMAN: Local Advisory Committee.

DR. R. P. DUBE: Were these stations selected as the dirtiest out of the lot?

SHRI O. V. ALAGESAN: At any rate their cleanliness has improved.

MR. CHAIRMAN: It is merely a sort of a call to the people to behave cleanly even though they chew betels.

DR. P. C. MITRA: Do the Railway authorities consider that betel chewing is a dangerous practice?

SHRI O. V. ALAGESAN: Dirty practice, especially when one spits all around.

MR. CHAIRMAN: You can chew betel and be clean—that is all he says.

SHRI B. C. GHOSE: The question is as to whether the Local Advisory Committees were consulted on the initiative of the General Managers of the Railways and if so, what was the criterion for introducing this system only in these places and at the same time whether the Local Advisory Committees of the other places have been consulted on this matter?

PROF. G. RANGA: They should also be consulted.

SHRI O. V. ALAGESAN: I never thought that betel will assume such proportions. It was done on the initiative of the Railway itself and there are other Railways too. For instance the Southern Railway which is considered to be one of the cleanest of Railways.

SHRI V. K. DHAGE: Oh!

MR. CHAIRMAN: That is a matter of opinion.

SHRI O. V. ALAGESAN: I am merely saying. You can go and see it.

MR. CHAIRMAN: Let us not get into that.

SHRI O. V. ALAGESAN: There are many stations on which this has been prohibited.

DR. RAGHUBIR SINH: On other Railways also?

SHRI O. V. ALAGESAN: Yes, on other Railways too. In Calcutta and Sealdah—I think in Howrah it has been prohibited.

SHRI B. C. GHOSE: No.

SHRI H. P. SAKSENA: At whose instance were these prohibitory orders issued, I ask?

SHRI O. V. ALAGESAN: At the instance of the Railways. Perhaps a distinction has to be made. We only prohibit sale. People can come with a bunch of betels in their pockets and chew.

SHRI M. GOVINDA REDDY: That is what they do.

DR. SHRIMATI SEETA PARMANAND: In view of the fact that the liberties of the people should not be curtailed by stopping the chewing of pan, Government has done well in not prohibiting pan eating but may I ask whether the Government has decided to take any action to make it penal to spit red pan juice on the premises of the Railways or say, impose a fine?

SHRI O. V. ALAGESAN: She wants both liberties and also curtailment. I do not follow it.

AUTOMATIC TICKET MACHINES

*45. DR RAGHUBIR SINH: Will the Minister for RAILWAYS be pleased to state:

(a) the number of automatic machines for the sale of suburban train tickets so far installed together with the names of the railway stations where they have been installed; and

(b) how many more such machines are proposed to be installed in different railway zones?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Sixty-six self-printing machines have been installed up to 31st October 1955 on the Indian Railways. A statement giving the railway stations and the number of machines installed at each station is placed on the Table of the House. [See Appendix XI, Annexure No. 13.]

(b) Forty more machines are proposed to be installed.

DR. RAGHUBIR SINH: May I know what relief has the installation of these machines given to the railway staff?

SHRI O. V. ALAGESAN: The object is prevention of fraud, provision of better booking facilities and to a certain extent greater convenience to the public as well as a certain reduction in the working expenses.

DR. RAGHUBIR SINH: I want to know what relief it has given to the railway staff?

MR. CHAIRMAN: Has any railway staff obtained any relief from the installation of these machines? That is his question.

SHRI O. V. ALAGESAN: They push the button and get the ticket and issue it. Of course the railway staff have to do it.

DR. P. C. MITRA: May I know whether any duplicate arrangement has been kept all along in case the machinery goes out of order?

SHRI O. V. ALAGESAN: The usual arrangement is there.

DR. RAGHUBIR SINH: What is the cost of these machines?

SHRI O. V. ALAGESAN: The cost varies. I don't have the cost.

DR. RAGHUBIR SINH: Why does it vary?