

SHRI S. MAHANTY: With due deference may I know, Sir, what these worthies produced?

DR. P. S. DESHMUKH: They produced resolutions. (*Laughter.*)

COST OF INTERIOR DECORATION OF
A SUPER CONSTELLATION AIRCRAFT

*58. SHRI NARAYANDAS DAGA
Will the Minister for COMMUNICATIONS be pleased to state:

(a) the cost of the interior decoration work carried out in the Air India International's first Super Constellation aircraft at Amsterdam; and

(b) whether it was not possible to have the work done in India?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR):

(a) It was not interior decoration work but the installation of galley equipment in the first two Super Constellation aircraft of Air India International which was carried out at the works of the K.L.M. in Amsterdam. The cost of this installations was \$2,400 for both planes.

(b) Having regard to the specialised nature of the work, the Corporation decided that the installation of galley equipment on the first two Super Constellations would be best done by the makers of the equipment themselves, viz., Messrs. K.L.M. at Amsterdam.

THROUGH COACHES ON GRAND TRUNK
EXPRESS TRAINS

*59. SHRI NARAYANDAS DAGA.
Will the Minister for RAILWAYS be pleased to state:

(a) the number of through passenger coaches from Hyderabad to Delhi used on the Grand Trunk Express trains during the year 1952-53; and

(b) whether the number of such through coaches has been reduced during the year 1954; and, if so, by how much?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Two.

(b) One of the two through-service carriages was withdrawn from 25th December 1953. From 10th June 1954, however, its running has been restored on three days in the week, when the air-conditioned coach between Delhi and Madras does not run.

SHRI NARAYANDAS DAGA: Was any passenger census taken when the reduction was made?

SHRI O. V. ALAGESAN: When the bogie was withdrawn it was replaced by a through II class bogie between Madras and Delhi as the II class accommodation between these places was considered inadequate.

SHRI V. K. DHAGE: The question was whether the number of passengers travelling between Hyderabad and Delhi justified the discontinuance of the bogie.

SHRI O. V. ALAGESAN: Sir, the capacity of the Grand Trunk Express is limited. It cannot haul over a certain number of carriages. So when this facility of an additional II class bogie was given on the Madras-Delhi section, then we decided to withdraw one of the two coaches, but, as I have said in my answer, since the 10th of June we are running an additional III class bogie on non-air-conditioned days.

SHRI P. SUNDARAYYA: So, are we to take it that in the interests of the II class passengers you withdrew a III class coach from Hyderabad to Delhi?

SHRI O. V. ALAGESAN: If that gives any consolation to my hon. friend he can think like that.

SHRI P. SUNDARAYYA: I want to know the policy of the Government. Whenever the question of providing bogies or carriages for the passengers

comes in, is it the policy of the Government to provide in the first instance for the II class passengers and then later on look to the III class passengers? Is that the Government policy?

SHRI O. V. ALAGESAN: The policy of the Government has to be studied and interpreted as a whole. From June we are running another III class bogie, and I can detail the various steps we have taken to reduce overcrowding on the G.T. Express for my hon. friend's information.

We are running a tri-weekly Janata Express train from the 24th of May 1954 between Delhi and Madras replacing the tri-weekly Itarsi-Madras Janata-cum-Parcel Express trains.

Third class travel on the Grand Trunk Express trains on the Central Railway has been restricted from 11th June 1954 to passengers holding tickets for 200 miles and over.

With a view to ensuring adequate accommodation for III class passengers between Delhi and Madras on six days in the week, the days of air-conditioned service on the G.T. Express trains have been altered from 21st July 1954 to synchronise with the days on which Janata Express trains are scheduled to leave Delhi and Madras.

With a view to easing overcrowding on the Grand Trunk Express trains in third class between Madras and Bezwada, the Southern Railway propose to operate from 1st October 1954 the Madras-Delhi tri-weekly Janata Express as a daily service between Madras and Bezwada, and this I hope may gladden my friend's heart.

SHRI NARAYANDAS DAGA: Is the hon. Minister aware that there is terrible overcrowding in these Hyderabad compartments?

SHRI LAL BAHADUR: There is overcrowding no doubt, but the steps we have taken will, I hope, ease the situation, especially the running of

the daily Janata Express between Bezwada and Madras will ease the situation considerably as the pressure on that section is the heaviest.

SHRI P. SUNDARAYYA: Is the hon. Minister aware that Hyderabad does not come in that way because the Janata Express runs between Bezwada and Delhi?

SHRI LAL BAHADUR: We can easily put in a direct bogie; the hon. Member need not worry.

SHRI P. SUNDARAYYA: When we are asking about the passengers from Hyderabad to Delhi, whether the bogie for them is being over-crowded or not, the answer given is: "we are going to run a daily Janata Express between Madras and Bezwada." But Hyderabad is 222 miles away from Bezwada and Delhi is another thousand miles from Hyderabad. How is that going to help the passengers from Hyderabad to Delhi or from Delhi to Hyderabad unless there is a proposal to a Janata Express from Madras to Delhi and from Delhi to Madras and you are going to attach a bogie.....

SHRI O. V. ALAGESAN: I never doubted the knowledge of my hon. friend in geography. This is an entire train for them and if you ease the accommodation on the Grand Trunk Express as a whole that means you provide more accommodation for passengers from Hyderabad. I think that is easily understood.

SHRI V. K. DHAGE: No, Sir, the facts are otherwise. We find that the passengers are given only through carriage and they are not allowed to change and they don't get any accommodation anywhere else in between.

SHRI LAL BAHADUR: The overcrowding is heavier on certain sections. The overcrowding between Delhi and Hyderabad is really not heavy throughout. What happens is, beyond Nagpur or beyond Bezwada and the station where you change, I

mean Kazipet, the overcrowding on those sections is heavier. Therefore we have considered, not only considered but we have decided to run a daily Janata Express which will considerably reduce the overcrowding on the G.T. Express.

SHRI V. K. DHAGE: There are, Sir, two carriages, one to Delhi and another to Madras.....

MR. CHAIRMAN: Why should you elaborate it further? The Minister knows it.

SHIP-WRECKS OFF THE INDIAN COAST

*60. **SHRI GOVINDA REDDY:** Will the Minister for TRANSPORT be pleased to state:

(a) whether it is a fact that two ships were wrecked off the Indian Coast in the first two weeks of July of the current year;

(b) if so, what are the particulars of the ships and the cargo which they were carrying; and

(c) what were the causes for the occurrence of the mishaps?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Yes.

(b) (i) The s.s. "Mahasagar", which ran aground at Mirya Bay, off Ratnagiri, on the 6th July 1954, is an Indian ship of 451 21 registered tons, belonging to the South East Asia Shipping Co. Ltd., Bombay. She was carrying about 597 tons of general cargo at the time of the accident.

(ii) The s.s. "San Madeno" which grounded off Jafrabad Lighthouse on the 11th of July 1954 and subsequently foundered, was a Panamanian ship of 5,947 registered tons owned by the Far Eastern and Panama Transport Corporation Co. Ltd., of Hong Kong and under charter to the Bharat Line Ltd., Bombay.

(c) The circumstances under which the above accidents occurred are under investigation.

SHRI GOVINDA REDDY: May I know, Sir, whether a committee has been appointed, or what has been the arrangement that they have made to investigate the causes?

SHRI O. V. ALAGESAN: Under the Merchant Shipping Act, it is the Principal Officer, Mercantile Marine, who conducts these enquiries.

SHRI GOVINDA REDDY: May I know, Sir, whether in none of these cases a report has been submitted or investigation completed?

SHRI O. V. ALAGESAN: The investigation has been completed in one at any rate; the report has been submitted, but it is under the examination of the technical officers.

SHRI GOVINDA REDDY: May I know, Sir, the conclusions that the officer has reached with regard to the one case where investigation is completed, and whether he has been able to find out the causes?

SHRI O. V. ALAGESAN: As I said, Sir, it is still under examination, and I am not able to give a definite reply now.

SHRI GOVINDA REDDY: May I know, Sir, whether, considering the unusual circumstances of these accidents within a very short space of time, the Government should not have deemed it fit to appoint a competent committee to go into this question?

SHRI O. V. ALAGESAN: I do not think, Sir, it is necessary to appoint a separate committee.

SHRI GOVINDA REDDY: Is there any relation, Sir, between the cargo and these accidents? The published report attributed some motives for these accidents. I would like to know whether there was any relation between the cargo of these vessels and the accidents.

SHRI O. V. ALAGESAN: All this information and other information, if any, can be made available after the report is received.