

SHRI O. V. ALAGESAN: It is because we have got a number of cases and the Government pleaders are already perhaps full up with their own work and also the conducting of railway cases requires some acquaintance with the railway law which these pleaders have been able to get by their experience and that is the only reason.

SHRI K. S. HEGDE: Does not the Minister consider that when the Government pleader is selected after a great deal of scrutiny, he will be a better hand to conduct railway cases?

SHRI O. V. ALAGESAN: He is appointed for a period and here we think continuity will be better from the point of view of the Railway.

#### RAILWAY FARE TABLES

\*237. SHRI T. R. DEOGIRIKAR: Will the Minister for RAILWAYS be pleased to state:

(a) whether the fare tables contained in the time table of the Central Railway are checked periodically; if so, by whom and when; and

(b) whether it is a fact that the fares actually charged are more than those shown in the time table?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Yes, Sir, by the Commercial Department of the Central Railway, at the time of reprint of the time table.

(b) No, Sir, except when the booking clerks might have charged more by mistake.

SHRI T. R. DEOGIRIKAR: Is it not a fact that the charges from Delhi to Poona and from Poona to Delhi differ and the actual charges taken are still different?

SHRI O. V. ALAGESAN: This matter was fully gone into in the correspondence between the hon. Member and myself. I have recently

replied to him explaining the position.

(Interruption.)

MR. CHAIRMAN: Order, order.

DR. W. S. BARLINGAY: Are these fares varied from time to time?

MR. CHAIRMAN: Do you change the fares from time to time?

SHRI O. V. ALAGESAN: No, Sir.

SHRI B. C. GHOSE: The question put by Mr. Deogirikar just now was not answered completely. The Deputy Minister said that something went on by correspondence between him and Mr. Deogirikar. The House should know what the answer is.

SHRI O. V. ALAGESAN: Sir, a mistake was pointed out by the hon. Member. It was purely due to a misprint of the fares that the hon. Member was charged more than the correct fares. Arrangements are being made to refund the excess collected from that hon. Member.

KHWAJA INAIT ULLAH: The hon. Member is going to be refunded the excess and that is all right. From how many other passengers were such excess fares collected and how many others suffered by this mistake?

MR. CHAIRMAN: You had better make a representation.

DR. SHRIMATI SEETA PARMANAND: Does this mean that the Government won't make any enquiry as to how many people suffered on this account, namely, on account of the excess fares charged?

SHRI O. V. ALAGESAN: Not at all. The excess fare collected from a passenger is certainly returned when a claim is made.

SHRI R. U. AGNIBHOJ: How are the accounts maintained and how are they checked in cases like this?

SHRI O. V. ALAGESAN: The House knows the answer, Sir. The accounts

are maintained by the Railway Administrations. There are the auditors and all the other arrangements.

SHRI T. R. DEOGIRIKAR: May I know when the Government detected it and when it was rectified?

SHRI O. V. ALAGESAN: As soon as the hon. Member brought it to our notice the mistake was rectified.

SHRI T. R. DEOGIRIKAR: How long was it going on?

SHRI O. V. ALAGESAN: Since the time the misprint occurred.

SHRI T. R. DEOGIRIKAR: How often are these time tables reprinted?

SHRI O. V. ALAGESAN: Every half year.

SHRIMATI MAYA DEVI CHETTRY: Is it a fact, Sir, that the fare of Darjeeling-Himalayan Railway is charged more than what other Railways charge?

SHRI O. V. ALAGESAN: Yes, Sir.

SHRI B. RATH: May I know why all these time tables and fare tables that are printed by the Railway Board are not available at the railway stations?

SHRI O. V. ALAGESAN: We have made them available—though this question does not arise directly out of the main question.

#### NARROW GAUGE COACHES LYING IN TRAVANCORE-COCHIN

\*238. SHRI T. R. DEOGIRIKAR: Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that about 36 narrow gauge coaches are lying idle in the Travancore-Cochin State after one railway line was dismantled in that State during the last war; and

(b) if so, what is the reason for not utilising these coaches?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) There was no narrow gauge line in the Travancore-Cochin State at any time and no narrow gauge coaches are lying idle there.

(b) Does not arise.

SHRI T. R. DEOGIRIKAR: May I know, Sir, whether the Barsi Light Railway was recently informed that 36 coaches were lying idle on a line in the Travancore-Cochin State, which line was dismantled some time ago?

SHRI O. V. ALAGESAN: They did not lie in the Travancore-Cochin State. They were in the Golden Rock Workshops. The hon. Member is probably referring to the Morappur-Hosur and Tirupattur-Krishnagiri Narrow Gauge Railways of the old South Indian Railway. Consequent on the closing down of the said railway lines as being unremunerative, 35 narrow gauge coaches were rendered surplus. These coaches were offered to other railways but there was no demand for the same. As such they were stabled in the Golden Rock Shops pending disposal. These coaches are, however, now being reconditioned and will be transferred to the Barsi-Light Railway who requires the same.

SHRI T. R. DEOGIRIKAR: How long have these 35 coaches been lying in the Golden Rock Workshops?

SHRI O. V. ALAGESAN: I think these lines were dismantled in the year 1941 and the coaches could not be used. Naturally by or about 1941 they were sent to the Golden Rock Workshops.

SHRI RAJAGOPAL NAIDU: Does not the hon. Minister think it is proper to make use of these dismantled coaches to restore the Morappur-Hosur and Tirupattur-Krishnagiri lines?

SHRI O. V. ALAGESAN: Yes, Sir, the restoration of the line is under