

Shri Kamath: Do Government propose to put on the track in the near future, in passenger and express trains on the Central Railway, more second class coaches, and also provide for sleeping accommodation in the same class on a nominal extra payme as is done on some of the Janata trains?

Shri Alagesan: As far as sleeping accommodation on the new second class is concerned, it is not proposed to provide that. Our intention is to have more and more third class sleeping accommodation for third class passengers.

Shri Kamath: Why not for second class? Second class people do not sleep?

Shri Alagesan: As far as the section where overcrowding was noticed on the Central Railway, they refer to certain stations whose names I have got here. Periodical census is being taken by each Railway. The stations referred to are Poona, Kalyan and Jalna. In those stations, overcrowding in second class was noticed.

Shri Kamath: For providing sleeping accommodation to first class and also to third class passengers, is it Government's contention that second class passengers are not in need of sleep?

Shri Alagesan: It is not our contention that anybody is not in need of sleep. But we propose to provide sleeping accommodation only in two classes. Up till now, there was no sleeping accommodation for third class passengers. The hon. Member knows that. Now, the idea is to provide more and more sleeping accommodation for third class passengers, and I think the hon. Member will welcome it, and not quarrel with it.

Shri Kamath: I am not quarrelling with it; I welcome it. But why is there partiality against second class?

Mr. Speaker: Next question, No. 1093.

Shri Kamath: I shall put my next supplementary.

Mr. Speaker: Yes, he may put his question.

Shri Kamath: What are the concrete advantages gained by the abolition of the first class and the terminological or nominal upgrading of the old second and inter classes?

Shri Alagesan: We are left with one class less.

Shri Kamath: That is no real advantage.

Accident to Airlines Dakota

*1093. **Shri Kajrolkar:** Will the Minister of Communications be pleased to state:

(a) the extent of damage caused to an Indian Airlines 'Dakota' which got bogged on the runway at Bombay on the 1st August, 1955;

(b) the causes of the collapse;

(c) whether any enquiry has been held in this regard; and

(d) if so, the findings thereof?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The aircraft did not get bogged on the runway but it stalled at a height of about 20 ft. during landing in heavy rain. The undercarriage collapsed and both the propellers were damaged.

(b) to (d). The accident is under investigation.

Shri Kajrolkar: Are the runways up-to-date and modern at the Bombay airport, especially after the KLM disaster of 1948?

Shri Raj Bahadur: We have been extending the runways at Bombay according to needs and they are, I think, fairly up-to-date.

Shri Kajrolkar: Is the inspection of the runways regular and what machinery is used to clear up that runway?

Shri Raj Bahadur: The inspection of the runways is a regular feature, and adequate machinery has been provided for keeping it up.

Employment of Women

*1094. **Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) whether Government have exempted the Hyderabad Gold Mines Company from Section 46 of the Indian Mines Act, 1952 in regard to the employment of women;

(b) if so, the period upto which the exemption has been granted; and

(c) the total number of women employed at present in the Gold Mines?

The Deputy Minister of Labour (Shri Abid Ali): (a) No special exemption has been granted to the Hyderabad Gold Mines Co. A statement showing the extent to which exemption has been granted to all mines is placed on the Table of the Sabha. [See Appendix VI, annexure No. 52].