

General Manager as well as the Chief Operating Superintendent of the Southern Railway. All the time I was informed that either they were out of station or they were busy. Sir, it is my earnest belief that an official who refuses to give interview to the representatives of the public—Members of Parliament or Members of Legislative Assemblies—cannot serve the common man effectively in that area. I request the hon. Minister to make a note of my charges and punish those concerned after due inquiry.

17 hrs.

The General Manager, Southern Railway has in an article "Southern Railways Decade of Progress" published on the eve of Railway Week celebrations has, *inter alia*, the following to say:—

"The Southern Railway has been handling an ever-growing volume of traffic on the electrified suburban section from Madras Beach to Tambaram. Sixty three million passengers were carried in 1965-66 compared to only 33 millions in 1956-57. The AC EMU service has commenced from January 15, 1967 with 22 four-coach units manufactured by the Integral Coach Factory with 300 seats in each unit against 198 in the old unit. When the full fleet of 49 units begins to run, substantial relief will be available, as not only frequency can be increased but trains with three units can also be run. The work of extending the platforms to hold three unit trains at the suburban station has been approved and will be taken up shortly."

In keeping with our present Government's policy of promising heaven in the future and ensuring hell in the meanwhile, he assures us of three-unit long trains and that too, at shorter intervals than now—all in the grand distant future.

Mr. Chairman: He should conclude now. His time is up.

883 (A) LSD—9.

Shri C. Chittibabu: I will conclude by saying that the people of my area feel that they have been neglected all the time. My people want that they should have double line track between Tambaram and Chingleput, which is about 16 kilometres in distance. They are greatly agitated and threaten to resort to agitation. They tell me that they will have a big demonstration to show their agitation towards railways by pulling alarm chains. I have asked them to remain quiet till I voice their genuine grievances before the House. For the last twenty years have they provided a mile length to make double track? No. Why? This is the question of our people. After the British regime, there is no such idea by our beloved rulers to improve the Egmore line towards the South.

I, therefore, request the hon. Railway Minister to take necessary steps to provide double line track between Tambaram and Chingleput to satisfy the real demand of the people. If this is not done, I will be left with no other alternative except to join in their agitation.

17.03 hrs.

REPORTED CHINESE PROPOSAL TO SEND AN AIRCRAFT TO EVACUATE THEIR DIPLOMATIC PERSONNEL

श्री मधु सिमये : (मुंबई) : सम्पादन महोदय, मैं आप से एक जानकारी चाहता हूँ। बताया जाता है कि चीन ने भारत को सूचित किया है कि वे यह "निर्णय" ले चुके हैं कि वे कल यहाँ पर एक हवाई जहाज भेजेंगे—जैसे यह भूमि उन के बाप की है। वे निर्णय लेने वाले कौन हैं? उन्होंने हवाई जहाज के घाने की तारीख और समय की केवल सूचना दी है और इसके लिये इजाजत तक नहीं मांगी है मुझे अभी पता चला है कि भारत के द्वारा इस बारे में चीनियों को एक विरोध पत्र भेजा गया है। मेरे पास यह नोट है। आप इस को पढ़ लीजिये।

[श्री मधु लिमये]

यह एक बहुत आवश्यक और राष्ट्रीय प्रश्न है। मैं यह जानना चाहता हूँ कि क्या मंत्री महोदय इस बारे में कोई बयान देने जा रहे हैं।

Mr. Chairman: This will be communicated to the Minister concerned.

17.04 hrs.

DEMANDS FOR GRANTS—RAILWAYS, 1967-68—Contd.

Shri P. N. Solanki (Kaira): Sir, I rise to speak on the Demands for Grants of the Railways. In the beginning, I would like to raise my voice of protest against the increase in fares. As we know, the prices of every conceivable articles of common use are rising, causing hardships to the common people. The rise in railway fares has affected the common man the most. I will explain why I say so. In my own State the road transport has increased the fares and the reason why they have done it is because the railways have increased the fares.

The third class passengers are receiving no facilities at all from the railways. In most of the trains they are travelling like cattle. Can the Railway Minister give an assurance of at least seating arrangements to the thousands and thousands of people who are travelling by third class coaches? Now they are not able to get even a seat. Then, facilities of waiting rooms are not provided in the stations and, in some cases, not even drinking water. The Government talks of socialism and concern for the common man. This is a glaring example of their taxing the common man higher and higher without giving any facilities whatsoever to the poor third class passengers. I would not have objected to it if the Railway Minister had increased the fare of air-conditioned coaches by Rs. 100 or even the

fare of first class or second class. But the common man is not able to pay from his pocket anything further. Therefore, I raise my voice of protest against this increase in third class fares.

Then I come to the other demands. I hope the Railway Minister will bear with me when I say that some decision was taken earlier that the narrow gauge lines are not economic. Therefore some narrow gauge lines were to be closed down. I would request the hon. Minister not to take such a step in any area unless they are ready to provide those areas with either metre gauge or broad gauge.

Here is one example which I would like to give because there was a big agitation in the State of Gujarat. In the Broach District there is the port of Dahej. It is a sea port and a narrow gauge line is linking this port with the hinterland. They are trying to close this narrow gauge line. I will request the Minister not to do this unless some other means of transport is provided because the result will be a disaster for this sea port. It is a developing area and there is no other mode of transport. Therefore, before closing down the narrow gauge line the Railway Minister should take a decision for providing either a metre gauge or a broad gauge line.

Coming to a few demands which I have made in the form of cut motions, I would like to remind the Railway Minister that there is already a broad gauge line existing in my constituency from Savaliya to Balasinor. This broad gauge line is at present used by a private company and this line could easily furnish the same facilities for the general public also. The broad gauge line is there from Savaliya to Balasinor but it is not for the public use; it is only for the use of the company. I shall give the details later on if the Minister requires, but I would request the Minister to see if this line from Savaliya to Balasinor could be used by the general public.