

Shri Bishwanath Roy: In view of the slow speed of trains in the North Eastern Railway, may I know whether the Government would reconsider the question or the desirability of providing some difficulty in future?

Mr. Speaker: He may consider the one relating to 21 miles. Out of the seven or eight, he may reconsider the matter in regard to 21 miles run.

Shri Sadhan Gupta: 19 and 21.

Shri Hem Barua: On a point of order, Sir. The hon. Deputy Minister has said in his reply that these water and lavatory facilities in the trains have been stopped because of the fact that they are misused by outsiders. I think the stoppage of these facilities because they are misused by outsiders cannot be the only remedy. I want your guidance in regard to this.

Mr. Speaker: My guidance is that there is no point of order in this. Whatever he might have said, in a running train no outsider will misuse it. But when the trains stop at a particular station, they may misuse. Therefore, whatever it might be, the hon. Minister, Shri Jagjivan Ram, has explained that these are short-run trains. Then he is prepared to consider with respect to 19 miles and 21 miles runs and not 4 miles run.

Shri Jagjivan Ram: I am prepared to consider as suggested by you, Sir, and also in regard to any case where it is likely to cause any inconvenience to passengers. But if it is not, it is not.

Shri Jagdish Awasthi: Half-an-hour discussion should be allowed on this question.

Mr. Speaker: Let us see. Next question.

Closure of Quarries at Pakur

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*1234. { Shri P. G. Sen:
Shri Jhulan Sinha:
Shri Bholanath Biswas:

Will the Minister of Railways be pleased to state:

(a) whether Government have received any information regarding the intended closure of quarries by owners at Pakur (Bihar) due to non-availability of wagons ex Pakur; and

(b) if so, the causes of its scarcity of wagons?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, a letter dated 2-3-60 was received on 5-3-60 from the Quarry Owners' Welfare Association, Pakur, to the effect that the Quarry Owners would be forced to close down their business from 9-3-60 in the absence of any assurance or regular supply of full quota of wagons per day.

(b) The main cause of the Railway's inability to supply wagons to meet the full demand for the movement of stone from Pakur is the sudden spurt in the demand for wagons since December '59 which coincided with the general increase in demand all over the country. The position has, however, since improved and the demands are now being met as far as possible upto the full quota.

Shri P. G. Sen: May I know whether in view of the fact that the quarry workers live from hand to mouth the short supply of wagons per day by Railways is to enable the contractors to reap a harvest at the lowest rates in violation of the Minimum Wages Act?

The Minister of Railways (Shri Jagjivan Ram): I do not know how this question arises. It is only a question of the supply of wagons and not of wages.

Mr. Speaker: The hon. Minister is not the Labour Minister.

Shri P. G. Sen: Is it a fact that even when there is a supply of

wagons the contractors are found to send the wagons underload?

Shri Jagjivan Ram: These wagons are sent to different indentors; either to the Government of West Bengal or to the Government of Bihar or to the Kosi Project. It is for the indentors to see that they get the required quantity.

Shri P. G. Sen: Is it a fact that the Quarry Union workers, Pakur, detected this underloading and weighed the wagons in the presence of the Station Master, Pakur? If so, what action has been taken in the matter?

Shri Jagjivan Ram: I am afraid that does not arise.

Mr. Speaker: How can the hon. Minister say this?

Shri P. G. Sen: When there is a short supply of wagons they are going underload.

Mr. Speaker: If they do not load the wagons fully, it is their fault.

Shri P. G. Sen: It is the Railways who are purchasing the stones.

Shri Jagjivan Ram: Perhaps my hon. friend is confusing it. The indentors are the Government of West Bengal, the Government of Bihar and the Kosi Project. They are the major indentors—Government of West Bengal—53 wagons per day; Government of Bihar—12 wagons per day; the Kosi Project—6 wagons per day; other preferential users—29 wagons per day; rest—25 wagons per day.

Now, it should be presumed that nobody who is indenting the stones will accept a quantity less than the quantity which he has indentated for and, therefore, these authorities will see that the quantity supplied is according to the indent.

Mr. Speaker: Question Hour is over.

Shri P. G. Sen: Sir, this is a very vital question.....

Mr. Speaker: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Sharavathy Valley Project

*1226. **Shri Shivananjappa:** Will the Minister of Irrigation and Power be pleased to state:

(a) the progress achieved so far on the construction of the Sharavathy Valley Project in Mysore State; and

(b) how many years the construction will take?

The Deputy Minister of Irrigation and Power (Shri Hathl): (a)

Main Dam at Linganamakki:

The drainage gallery on the Left Bank of the Dam has been completed upto the length of 400 ft. and on the Right Bank upto the length of 189 ft. Earth work excavation and construction of masonry are in progress.

Tala Kalale Dam:

Masonry work in the river bed and portions of the flanks has been brought to heights varying from 10 ft. to 20 ft. above the foundation level, and the construction of drainage gallery is keeping pace with the masonry work.

Power Channel and Tunnels:

Excavation from the Linganamakki Dam upto Malali Tunnel is in progress.

Civil Portion of Electrical Works:

Excavation in the outdoor yard area is in progress and about 93,000 cubic yards of earth has been excavated.

(b) The first stage is expected to be completed by the end of December, 1962.

ग्राम सेवक और सेविकाएं

*१२२८. श्री ज० दी० मिश्र : क्या साक्ष तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्राम सेवकों तथा सेविकाओं के प्रशिक्षण के लिये चुने जाने की क्या योग्यताएँ हैं;