

The Minister of Commerce (Shri Dinesh Singh): (a) and (b). Due to the shortage of available supply of cotton necessitating compulsory curtailment in machine activity and a rise in costs of cotton and wages, some rise has taken place in the prices of cloth. The ex-mill prices of controlled varieties of mill-made cloth (viz. dhoti, saree, shirting, long-cloth and drill) were increased in 4½ per cent with effect from 15th April, 1967 having regard to the increase in the costs of cotton and wages. The prices of other varieties of mill-made cloth are not controlled. In respect of these varieties also the prices have risen through it is observed that the increase has not been very much out of proportion to that allowed for controlled cloth.

Since the prices of cotton have a direct bearing on the prices of cloth, Government have taken a number of measures to keep the prices of cotton as near the ceilings as possible, such as movement control, stock control, credit control and requisitioning of cotton. Efforts are also being made to augment supplies of cotton through increased imports.

#### Railway Saloons

1325. Shri George Fernandes:  
Shri J. H. Patel:  
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) the number and types of saloons available for the use of officials of Railways, Railway Board and Railway Ministry; and

(b) the cost of maintaining these saloons?

The Minister of Railways (Shri C. M. Poonacha): (a) Saloons, as such, are not used by Railway officers who only make use of inspection carriages for efficient performance of work. Saloons are only used by high officials of the Government of India, such as, Cabinet Ministers, Ministers of State,

Chief of Army Staff, Members of Planning Commission, Chief Justice, Supreme Court, Foreign Secretary, Director, Intelligence Bureau, Members of Railway Board, who are ex-officio Secretaries to the Government of India, etc. The number of inspection carriages is given below:—

About 121 eight-wheeler, 18 six-wheeler and 412 four-wheeler Inspection Carriages on Broad Gauge; 167 eight-wheeler, 45 six-wheeler and 242 four-wheeler Inspection Carriages on Metre Gauge; and 23 eight-wheeler and 3 four-wheeler Inspection Carriages on Narrow Gauge.

(b) Separate costs of maintenance of inspection carriages are not being maintained. However, average cost of repairs and maintenance of coaching vehicles (in terms of 4-wheelers) during 1965-66 was—

Broad Gauge: Rs. 3.380 Approx.

Metre Gauge: Rs. 2.117 Approx.

#### Quarters for Railway Staff at Khurda Road Station

1326. Shri Chintamani Panigrahi:  
Will the Minister of Railways be pleased to state:

(a) whether adequate staff quarters have been provided for the Railway staff stationed at Khurda Road Station and in Khurda Divisional Headquarters;

(b) the number of staff quarters needed for different categories of employees;

(c) the number of staff quarters grade-wise now available;

(d) the steps taken to build new staff quarters for meeting the shortage; and

(e) the amount allotted for such purpose?

The Minister of Railways (Shri C. M. Poonacha): (a) 56.5 per cent of class III and 60 per cent of class IV staff referred to have been provided

with Railway quarters at Khurda Road. This includes the staff in the Divisional Headquarters.

(b) 460 additional quarters for class III and 635 additional quarters for class IV staff are required to house all essential staff at this station.

(c) 597 quarters for class III and 956 quarters for class IV staff are at present available at Khurda Road.

(d) Additional quarters to make up the shortage will be progressively built depending upon the funds available every year; in 1967-68; construction of 20 units type I for class III staff and 24 units type I for class IV staff, has been taken up. and

(e) Rs. 1.58 lakhs during 1967-68

#### Prices of Cloth

1327. Shri Bibhuti Mishra:  
Shri K. N. Tiwary:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that in spite of raising 4½ per cent. prices of mill cloth, the mill owners are not satisfied;

(b) whether it is also a fact that the President of the Ahmedabad Mill Association has stated on the 15th April, 1967 that Government should take proper steps in regard to fixation of prices of mill cloth or the textile industry will collapse; and

(c) if so, Government's reaction thereto?

The Deputy Minister in the Ministry of Commerce (Shri Shaif Qureshi):

(a) Representations have been received from the industry to this effect.

(b) A statement attributed to the President of the Ahmedabad Mill-owners Association, to the effect that the increase was not adequate had also appeared in the Press.

(c) Government are of the view that the 4-1/2 per cent increase in the ex-mill prices of controller varieties of loth, strikes an equitable balance between the increases in the cost of production of such cloth on the one hand, and the paramount need under the existing circumstances, of ensuring supplies of such cloth to the consumer at the lowest possible price.

बजरगज नगर स्टेशन पर गाड़ियों की टक्कर

1328. श्री हुकूम चन्द कडवावः

श्री जगन्नाथ राव कोशी :

क्या रेलवे मंत्री 7 अप्रैल 1967 के प्रतारगकित प्रश्न संख्या 771 के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या बजरगज नगर स्टेशन पर दो रेलगाड़ियों की टक्कर के सम्बन्ध में जब यही जांच के बारे में दोषी ड्राइवर के विरुद्ध कोई कार्यवाही की गई है; और

(ख) यदि नहीं, तो इसमें और कितना समय लगने की संभावना है ?

रेलवे मंत्री (श्री से० नु० पुनारवा) :

(क) और (ख) दुर्घटना के लिए जो ड्राइवर जिम्मेदार ठहराया गया उसे नौकरी से हटा दिया गया है।

Stoppage of Mail Trains at Uppala, Kerala

1329. Shri P. Ramamurthy:  
Shri A. K. Gopalan:  
Shri P. Gopalan:

Will the Minister of Railways be pleased to state:

(a) whether Government have received any mass representation from the people of Uppala (Kerala) and adjoining villages urging the necessity to halt the Mail trains at Uppala, Cannanore District;

(b) whether Government have considered the representation; and

(c) if so, the decision taken in the matter?