

should be set up. Caution-boards with the words "STOP AND PROCEED" should be put up on both sides of the unmanned level crossings to prevent accidents. Catering arrangements in all trains should be improved.

16.53 hrs.

STATEMENT RE. COMMITTEE TO REVIEW WORKING OF ADVOCATES ACT.

The Minister of State in the Ministry of Law (Shri C. R. Pattabhi Raman): Sir, as the House is aware, the Government has decided to appoint a small Committee, consisting of the Law Minister as Chairman, myself, the Attorney-General of India and nine Members of Parliament to review the working of the Advocates Act, 1961, in all its aspects. The names of the Members of Parliament, who have agreed to serve on the Committee are: Shri P. N. Saprú, Shri Diwan Chaman Lall and Shri Debabrata Mookerjee—all from Rajya Sabha—Shri Hem Raj, Shri S. V. Ramaswamy, Shri N. C. Chatterjee, Dr. L. M. Singhvi, Shri Frank Anthony and Dr (Shrimati) Sarojini Mahishi—all from Lok Sabha.

Before I come to the details I would bring to your notice and through you to the Railway Minister as well as the Home Minister, a circular whose number is F3|27|GS-CS-II dated 25th February, 1966 issued by the Ministry of Home Affairs in respect of deployment of staff rendered surplus, that is, the absorption and retrenchment etc., and the benefits to be given to them. The circular states that those who have put in 15 years' service and above will be given another five years weightage for the purpose of calculation of pension rates. This should also apply to surplus Railwaymen. I do not know whether the Railway Ministry is in receipt of this circular or not. There are many other circulars issued by the Home Ministry which controls all the ministries, but the Railway Ministry is either unaware of them or if they are aware of them, they are not allowed to be made public.

Regarding the circular issued by the Home Ministry as to how confidential reports are to be submitted, the Railway Ministry has issued a circular and it is kept confidential at the General Managers' level. It has not been adhered to and it has not been given publicity. The result is, if I may use a Hindi expression, *najaiz faida* i.e. undue advantage is derived by some.

Coming to Night Duty Allowance, the Central Pay Commission recommended that whosoever is doing work at night must be given night duty allowance. There are three points in this. Firstly, what is the definition of night? The Railway Board came out with the clarification that from 12 A.M. the night starts and it is upto 6 o'clock. But 12 A.M. is day time since A.M. means day, and they say it is night! My submission is this. Under the Factories Act, when the sun sets the night starts and when the sun rises the day starts. That can be followed by the Railway Board. Or, after 9 P.M. no first class passenger can be disturbed by the TTEs till 6 A.M. So, that period from 9 P.M. to 6 A.M. can be called night. After a great deal of discussion, the Railway

16.54 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1966-67, AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1965-66—contd.

Mr. Deputy-Speaker: Shri Priya Gupta.

Shri Priya Gupta: Only a few minute are left.

Mr. Deputy-Speaker: Yes; but he can continue afterwards also.

Shri Priya Gupta: Sir, I rise to make a few observations on the Supplementary Demands for Grants.