

(b) The number of rakes allotted to Rajasthan State for movement of slack coal and middling for brick burning to other users was as under :—

June, 1974	... 6
July, 1974	... 2
August, 1974	... 2
September, 1974	... 1
October, 1974	... 4
November, 1974	... 2

Reservations of Rail Tickets at Madras Central and Madras Egmore Stations

799. SHRI M. S. ABDUL KHADER: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the reservation quota from Madras Central and also at Madras, Egmore Stations for various trains are sufficient to cater to the requirements of the travelling public of the city both for First Class and Second Class;

(b) if so, what are the reasons that people do not get proper reservations from those stations on normal charges ;

(c) what was the waiting list of passengers for various trains in First Class and Second Class during the each week of the last six months ; and

(d) whether Government have received complaints that the staff working at these two stations are in collusion with the black-marketeers in railway tickets and reservations and whether Government propose to completely change the staff at these stations so as to break the chain of corruptions?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) No. Reserved accommodation for both First Class and Second Class available in trains is limited and demands for such accommodation from Metropolitan cities like Madras are very heavy.

(b) Majority of passengers do get proper reservations from Railway reservation counters. Some cases of resale of reserved tickets by unsocial elements on premium, however, have come to notice.

(c) Information is being collected and will be laid on the table of the Sabha.

(d) A few complaints of this nature have been received. Disciplinary action has been initiated against three employees and in one case the concerned staff has been transferred. Action can only be taken against the staff at fault and it is not desirable to resort to transfer of all the reservation office staff.

Rail-cum-Uoad bridge on Godavari

800. SHRI H. S. NARASIAH : Will the Minister of RAILWAYS be pleased to state :

(a) the number of workers employed for the construction of Asia's longest Rail-cum-road Bridge on the Godavari and on the arterial trunk route from Madras to Howrah ;

(b) what is the total amount of money spent on labour so far ;

(c) what special facilities or amenities were made available to workers there particularly to those who had to work under very difficult conditions of three to four times the atmospheric pressure; and

(d) whether Government propose to erect suitable monument to commemorate skill and sacrifice of the workers, at a suitable spot near the bridge who achieved this longest bridge in Asia ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH) : (a) The average number of workers employed departmentally was about 400. The maximum number of workers employed by the contractors was 1000 during the life of the project.