

Sir, a statement is laid on the Table of the House.

## STATEMENT

In terms of Railway Board's instructions, the weightage for night duty is admissible to Station Masters and Assistant Station Masters working at stations on the various sections of Railways where the daily density of traffic is not less than what is indicated in the yard-stick given below: —

*B. G. Double Line Sections.*—dealing with a minimum of 20 trains each way based on the current passenger Time-table and the goods train power plan/capacity.

*B. G. Single Line Sections.*—dealing with a minimum of 10 trains each way based on the current Passenger Timetable and the goods train power plan/capacity.

*M. G. Double Line Sections.*—dealing with a minimum of 16 trains each way based on the current passenger Time-table and the goods train power plan/capacity.

*M.G. Single Line Sections.*—dealing with a minimum of 8 trains each way based on the current Passenger Timetable and the goods train power plan/capacity.

NOTE.—1. A review should be undertaken every time there is a change in the passenger Time-table and/or power plan/capacity in order to assess whether any changes are necessitated based on this yard-stick.

2. At junctions where both M.G. and B.G. are worked, the

yard-stick will relate to that section where the density of traffic is relatively greater. That is, if the density of traffic on the M. G. section of the particular junction is greater than that on the B.G. side, the yard-stick laid down for the M.G. section should be applied for determining the eligibility for the grant of Night duty allowance and *vice-versa*,

3. The night duty for this purpose shall mean duty performed between 22 to 6 hours.
4. The night duty allowance shall be payable per weighted hour of night duty (*i.e.* it is payable at the rate of one hour for six hours of night duty, and proportionately at the rate of 10 minutes for every hour of night duty).

The information received from all the Railways indicate that they are strictly adhering to the above instructions.]

#### REVERSIONS OF SCHEDULED CASTE CANDIDATES ON THE SOUTHERN RAILWAY

\*224. SHRI T. V. ANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the Southern Railway a large number of Scheduled Caste candidates promoted against reserved vacancies have been reverted without any notice;

(b) if so, the number of such reversions from January 1964 to July, 1964; and

(c) whether the reversions were in conformity with the spirit of Railway Ministry's letter No. E(SCT)57 CMI/120 of 27th April, 1959—para (d) iii?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) to (c). Information is being collected from the Railway and will be laid on the Table of the Sabha.

**वैश्वो देवी जाने वाले यात्रियों की नई दिल्ली से पठानकोट तक की भारी भीड़**

\*२२५. श्री रामकुमार भुवालका : क्या रेल मंत्री यह बताने की कृपा करेंगे कि अक्टूबर, १९६४ के महीने में वैश्वो देवी जाने वाले यात्रियों की नई दिल्ली से पठानकोट तक की भारी भीड़ के होते हुये भी रेलवे द्वारा किन कारणों से उसके लिये विशेष व्यवस्था नहीं की गई ?

t [HEAVY PASSENGER TRAFFIC FROM NEW DELHI TO PATHANKOT ENROUTE VAISHNO DEVI

\*225. SHRI R. K. BHUWALKA: Will the Minister of RAILWAYS be pleased to state the reasons for which no special arrangements were made by the Railways during the month of October, 1964 when there was a heavy rush of passengers travelling from New Delhi to Pathankot for onward journey to Vaishno Devi?]

**रेल मंत्रालय में राज्य मंत्री (श्री राम सुभग सिंह) :** वैश्वो देवी के मेले के लिए दिल्ली/नयी दिल्ली से पठानकोट जाने वाले यात्रियों की भीड़-भाड़ आमतौर पर अक्टूबर के पहले हफ्ते में शुरू होती है और दीवाली के बाद समाप्त हो जाती है। सबसे अधिक भीड़ दशहरे के छुट्टियों में होती है। इस वर्ष भीड़ की निकासी की लिए १३-१०-१९६४ को नयी दिल्ली से पठानकोट तक एक स्पेशल गाड़ी चलाई गयी थी, जिसमें पहले, दूसरे और तीसरे दर्जे के डिब्बे लगाये गये थे। इसके अलावा ३ अक्टूबर, १९६४ से १८ अक्टूबर, १९६४ की अवधि में दिल्ली/नयी

दिल्ली और पठानकोट के बीच चलने वाली गाड़ियों में डिब्बों की तादाद भी यथासंभव बढ़ा दी गयी थी।

t[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): The rush of passengers travelling from Delhi/New Delhi to Pathankot for the Vaishno Devi fair normally starts during the first week of October and ends after Diwali, the peak period being the Dussehra holidays. To cater to the rush during this year a special train providing first, second and third class accommodation was run from New Delhi to Pathankot on 13-10-64 and the loads of the scheduled services between Delhi/New Delhi and Pathankot were augmented to the extent feasible during the period 3rd October to 18th October, 1964.]

**ORDER FOR SUPPLY OF HAND-KNITTING MACHINES**

\*226. SHRI U. S. DUGAL; Will the Minister of COMMERCE be pleased to state:

(a) whether any Indian firm has secured an order for supply of twenty thousand hand-knitting machines at the Indian Pavilion at the New York World Fair; and

(b) if so, how much foreign exchange has been earned as a result of this deal?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) Yes, Sir.

(b) One million Dollars.

IMPORT OF DIESEL/ELECTRIC LOCOMOTIVES FROM U.S.A.

\*227. SHRI FARIDUL HAQ ANSARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have placed an order with