

48. Vacuum flasks.
49. Hosiery and knitwear.
50. Sea foods.

#### APPOINTMENT TO ZONAL AND DIVISIONAL COMMITTEES

224. SHRIMATI SHAKUNTALA PARANJPYE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has directed that only representatives of Registered Passengers' Associations should be appointed to the Zonal and Divisional Committees; and

(b) if so whether the direction is invariably observed or exceptions are sometimes made?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) and (b) Yes. But exceptions have been made in cases where it was considered desirable to give representation to Passenger Associations which, though not registered, were active and were functioning in areas where there are no other suitable Associations.

#### DIFFICULTY TO TRAFFIC AT LEVEL CROSSING

225. SHRI BAHARUL ISLAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to a news-item entitled "Story of a Railway Level Crossing" at page 5 of Assam Tribune dated the 18th August, 1964, published from Gauhati; and

(b) if so, whether Government are considering any measures for the removal of the difficulties of the pedestrians and the vehicles using the level crossing?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) and (b) Yes;

level crossing referred to in the news-item is situated within Gauhati station limits. Three running lines and one shunting line cut across this level crossing. There is very heavy movement of trains and shunting operations, particularly during the periods of 9:00 to 10:00 hours and 15:00 to 17:30 hours. The gates of the level crossing have been interlocked with the Outer and Home signals of the station on safety considerations. The gates have to be closed not only for performance of shunting, but also for receipt and despatch of trains.

Instructions already exist to the effect that level crossing gates should be kept closed for the minimum possible time only. Even during busy periods, every effort is made to keep down the detentions to road traffic to the minimum. In view of the fact that during the busy periods movements are very heavy and at short intervals, it has been the experience that this level crossing gate had to be kept closed for about 20 minutes at a stretch on certain occasions. On 11th August, 1964, it is understood that the gate was handled by unauthorised persons, with the result that there was difficulty in operating the gate and consequently there was some further delay in the gate being opened for road users.

There is a passage for pedestrians to cross the level crossing, even when the gates are closed. There is also a foot over-bridge 585 yards away from this level crossing.

With a view to ensuring that there is no tampering of the gate in an unauthorised manner, the Civil Authorities have deputed traffic police at this level crossing. The permanent solution to the problem lies in the provision of an over/under-bridge at this level crossing for the use of vehicular traffic. The Railway Administration is prepared to bear its share of the cost of constructing such a bridge, provided the State Government sponsor it and agree to bear their share of the cost under the extent rules.