

SHRI I. K. GUJRAL: In view of the fact that some factories have closed down because of shortage of cane-majority of the factories as the Minister has said—why is the Government also considering at the same time giving more licences for new sugar mills?

SHRI A. M. THOMAS: This is a seasonal affair; in fact, by March-April most of the factories generally close down. The season generally comes to an end by the end of April or beginning of May.

SHRI A. B. VAJPAYEE: In view of the fact that a large number of sugar factories have closed down due to shortage of sugarcane, may I know whether the Government still thinks that the target for sugar production will be achieved?

SHRI A. M. THOMAS: With regard to the target, I think, we may be able to reach about 26 lakh tons including the production for the short season in the South. We may reach a little less than 25 lakh tons in this season, and in the supplementary season we may be able to produce another one lakh tons so that we may reach about 26 lakh tons.

SHRI CHANDRA SHEKHAR: When do the Government expect the Report of the Committee appointed to investigate into the non-economic units of sugar factories?

SHRI A. M. THOMAS: That Report will be submitted shortly.

*302 [The questioner (*Shri Sitaram Jaipuria*) was absent. For answer, vide col. 2201 infra.]

RUNNING TIME OF DE LUXE TRAIN BETWEEN BOMBAY AND NEW DELHI

*303. SHRI DAHYABHAI V. PATEL: Will the Minister of RAILWAYS be pleased to state why the running time of the De Luxe train between Bombay Central and New Delhi has been increased from the 1st April, 1964 when the train appears

to arrive in time but the same is detained outside New Delhi or Bombay Central for about 15 to 20 minutes every day?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): The running time of 25 Dn and 26 Up bi-weekly Air-conditioned Expresses between Bombay Central and New Delhi has not been increased, with effect from 1st April, 1964. As a matter of fact, their running time has been reduced by 20 minutes in the Down direction and 15 minutes in the Up direction as compared to their running time prior to 1st April, 1964.

SHRI DAHYABHAI V. PATEL: Is it not a fact that the De Luxe train arrives a few miles outside New Delhi and is detained there for twenty minutes, and in the other direction also it reaches Dadar station en route to Bombay Central and is detained there for about twenty minutes or in the yard of the Bombay Central station nearly every day, and why is not its running time cut down if this is a fact?

SHRI S. V. RAMASWAMY: So far as Delhi is concerned, the 25 Dn Express was not detained outside Delhi even on a single occasion during April.

SHRI DAHYABHAI V. PATEL: It was my own experience a fortnight ago.

SHRI S. V. RAMASWAMY: That may be that day. (*Interruptions*). So far as Bombay is concerned, there have been four occasions in April when this train was held up outside the station but that was due to certain operational needs.

SHRI DAHYABHAI V. PATEL: May I ask whether it is not a fact that not only the De Luxe train but the Frontier Mail coming to Delhi is also detained between Mathura and New Delhi at Nizamuddin or other

stations for twenty minutes because of the step-motherly treatment meted out to the trains of the Western Railway by the Northern Railway Administration?

SHRI S. V. RAMASWAMY: I do not know why the Western Railway alone should be given a step-motherly treatment.

MR. CHAIRMAN: Say something about the family quarrel.

SHRI BHUPESH GUPTA: My suggestion is that this matter be referred to the National Integration Committee.

SHRI S. V. RAMASWAMY: With regard to halts at Nizamuddin there are certain reasons. Sometimes a train may be late or a train may come in advance or a goods train may go in advance. There may be no reception platform available. These are the various contingencies because of which sometimes trains are held up at Nizamuddin.

SHRI DAHYABHAI V. PATEL: Since the Railway Administration has promised the introduction of more De luxe trains, may I ask what concrete steps have been taken to put more De luxe trains into service by way of manufacture of coaches or importation of components that are required to be imported, etc.? What has been done so far?

SHRI S. V. RAMASWAMY: I think there is some misunderstanding about this. The hon. Minister said that he had a desire to increase the strength of it. We have yet to place the order for the necessary air-conditioning plants and machines which have got to be imported from abroad. We intend placing orders for four more.

SHRI A. M. TARIQ: Is it a fact that in Bombay Central, to purchase a ticket for the De luxe a person has to stand in the queue for more than twelve hours and even then he is not in a position to get a ticket and may

I know whether the "Blitz" has challenged the Minister and his two colleagues to come to Bombay and purchase a ticket, and whether the Minister has accepted that challenge?

SHRI S. V. RAMASWAMY: That does not arise out of this question. This is with regard to the running time of the train and the delays thereof, whereas my friend is asking about the delays in getting a ticket.

SHRI A. M. TARIQ: It is for the same train.

MR. CHAIRMAN: But it is not the same thing.

SHRI DEOKINANDAN NARAYAN: May I know whether it is not the usual experience that all the mail trains running from Bombay to New Delhi are detained at Nizamuddin station for more than half an hour and may I know the reasons for this?

SHRI S. V. RAMASWAMY: Sir, I have already replied that question.

SHRI I. K. GUJRAL: In reply to a question, the hon. Minister has given the reasons for the delays, which make us believe that the Ministry does not attach very great importance to a train getting late. May I know whether the Ministry is taking any special steps to see that any train getting late is a very serious offence?

SHRI S. V. RAMASWAMY: Sir, we are very much exercised about this question of punctuality. Every six months we have a meeting with the General Managers and the main subject of discussion in those meetings is the maintenance of punctuality. We are very much exercised about it and we are chasing it.

SHRI DAHYABHAI V. PATEL: Chasing it?

SHRI S. V. RAMASWAMY: Yes; we are chasing it, maintenance of punctuality.

**REINSTATEMENT OF EMPLOYEES REMOVED
FROM SERVICE UNDER RULES OF RAILWAY
ESTABLISHMENT CODE**

f SHRI NIRKN GHOSH:

331. f SHRI P. K. KUMARAN:

(SHRI ANANDAN:

Will the Minister of RAILWAYS be pleased to state;

(a) whether Government have completed their study of the implications of the Supreme Court judgment in respect of Rules 143(3) and 149(3) of the Railway Establishment Code; and

(b) if so, how many of the employees, besides those covered by the judgement itself, whose services were terminated under these rules have been reinstated?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b) A statement is laid on the Table of the Sabha.

STATEMENT

The question how the individual past cases of Railway servants whose services were terminated under Rules 148(3) and 149(3) of the Railway Establishment Code and who were not parties to the appeals before the Supreme Court should be dealt with in view of the Supreme Court's judgment dated 5th December, 1963 has since been examined and instructions in the matter have been issued to the Railway administrations *vide* Railway Board's letter No. E(D & A) 63RG6-57 dated 28th April, 1964, a copy of which is attached. The question of reinstatement of such employees would be

†The question was actually asked on the floor of the House by Shri P. K. Kumaran.

considered by the Railway administrations concerned, in terms of these instructions, as and when applications for reinstatement are received from them.

Railway Board's letter No. E(D & A) 63RG6-57 dated 28-4-1964, to the G.Ms. All Indian Railways, etc.

3ub: Supreme Court's judgment dated 5-12-63 holding Rule 148(3)/149 (3) of the Indian Railway Establishment Code, Volume I (1951/ 1959 Edition), relating to termination of service of permanent Railway servants, as *ultra vires* of Articles 14 and 311 of the Constitution— Question regarding review of past individual cases of termination of service under these rules.

Attention is invited to Board's letter f even number dated 14-1-1964 with which a copy of the Supreme Court's judgment referred to above was forwarded to the Railway Administrations and they were advised of the action to be taken in regard to the individuals who were parties to the appeals before the Supreme Court. It was also stated therein that, in view of the Supreme Court's judgment, Rule 149(3) should not hereafter be resorted to for terminating the services of permanent Railway servants by giving notice or pay in lieu thereof, and that the other implications of the Supreme Court's judgment would be advised shortly.

2. The question how the individual past cases of Railway servants whose services were terminated under the above rules and who were not parties to the appeals before the Supreme Court should be dealt with in view of the Supreme Court's judgment dated 5-12-63 has been examined by the Railway Board in consultation with the Ministries of Home Affairs and Law and they have decided that such cases may be dealt with as under: —

(i) Only those ex-Railway employees who apply to the Railway Administrations for reinstatement-