

standing registrations at Chanda was only 22 wagons and at Balharshah only 22 wagons. It is not a very large number and we will be able to clear it.

SHRI B. D. KHOBARAGADE: May I know, Sir, whether the hon. Minister is aware that the contractors at Chanda and Balharshah had applied for wagons for transport of timber and charcoal about a year back and even then those people could not get any wagons, in spite of the fact that they had applied one year back?

SHRI SHAH NAWAZ KHAN: I am afraid my hon. friend's information does not appear to be correct. The oldest date of registration at Chanda is 20th January. Again, at Balharshah it is 20th January.

SHRI B. D. KHOBARAGADE: Am I to understand that, in view of the shortage of wagons, the hon. Minister would take every possible step to supply the largest number of wagons to relieve the difficulties of the contractors?

SHRI SHAH NAWAZ KHAN: There is no shortage.

TRAINING OF NON-OFFICIAL MEMBERS OF BLOCK DEVELOPMENT COMMITTEES

*469. **SHRI DEOKINANDAN NARAYAN:** Will the Minister of COMMUNITY DEVELOPMENT AND CO-OPERATION be pleased to state the experience which has so far been gained from the training of non-official members of Block Development Committees?

THE DEPUTY MINISTER OF COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI B. S. MURTHY): The training has been found to be generally satisfactory. Measures are being taken to improve it from time to time, to be in conformity with the needs of Panchayati Raj.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, the names of those States where this experiment was tried? How many training courses were held and how many non-official members took advantage of them?

SHRI B. S. MURTHY: Almost all the States have taken up this scheme and 20,116 persons have been trained so far.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, how many training courses were started in Maharashtra, and in which districts?

SHRI B. S. MURTHY: Is the hon. Member asking about the erstwhile Bombay State or the present Bombay State?

SHRI DEOKINANDAN NARAYAN: It is now Maharashtra State. There is no more Bombay State. It is an old story now.

SHRI B. S. MURTHY: The State Government is now contemplating to open training courses.

SHRI DEOKINANDAN NARAYAN: Just now it was said that all the States had introduced it. To my knowledge there are some States where it is not yet introduced. In Maharashtra it was started in one district, but it was stopped. So, I want to know in how many districts this experiment was tried in Maharashtra and, if it was stopped, why it was stopped.

SHRI B. S. MURTHY: I cannot give the break-up now. The hon. Member may please put another question.

SHORTAGE OF WAGONS FOR SUPPLY OF COAL TO UTTAR PRADESH

*470. **SHRI SATYACHARAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government of Uttar Pradesh had written to the Union Government drawing their attention to the closure of various industries due to shortage of railway wagons and the consequent scarcity of coal supply to the State; and

(b) if so, what steps Government propose to take in the matter?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY):

(a) Yes. The Government of Uttar Pradesh has written to the Union Government regarding inadequate supply of coal to Uttar Pradesh. The inadequate supply is due to the demand for coal in U.P. being in excess of the planned rail transport capacity.

(b) Steps are being taken to step up transport capacity for movement of coal above Moghalsarai, which serves needs of U.P. from 1900 to 2100 wagons per day from 1st July, 1961 onwards and also to divert some of the above Moghalsarai coal traffic for Western India by sea and to switch over some of the coal supplies for that area from the Bengal and Bihar coalfields to the Central India coalfields so that the coal now being transported via Moghalsarai for consumers in Western India could be diverted for use in U.P., Punjab, Rajasthan etc. Efforts are also being made to move more coal by road.

SHRI SATYACHARAN: May I know whether the Government will consider the propriety of introducing the priority system for allotment of wagons for essential commodities as was done in the past under the Chief Controller of Railway Priorities?

SHRI S. V. RAMASWAMY: When supply is less than demand a system of priorities is very essential. Otherwise we cannot know the goods which should be moved first and the goods which should be moved next. The priorities have been arranged with due consideration for national economy, and there is nothing wrong in the priorities so arranged.

SHRI SATYACHARAN: May I know whether Government propose to increase the line capacity to cope with the movements of wagons?

SHRI S. V. RAMASWAMY: Every effort is being made to increase the line

capacity. Doubling, partial doubling, more loops, more sidings, and so on, are being constructed every day.

DIWAN CHAMAN LALL: What is the estimate of the Railway Board regarding the shortage of wagons which is necessary to be made up for the purpose of fulfilling the needs of the country?

SHRI JAGJIVAN RAM: It is not a question of shortage of wagons. As it has been explained, the requirements of Uttar Pradesh, Punjab, Rajasthan, and a part of Gujarat are met by the coal transported from the West Bengal and Bihar collieries, the wagons having to pass above Moghalsarai. The capacity at Moghalsarai is limited, and the maximum number of coal wagons that we can bring above Moghalsarai is 1900 per day. As has been stated, from July it can be stepped up to 2100 after certain steps have been taken for the completion of construction of new railway lines. As a matter of fact it is not a question of shortage of wagons but it is a question of how much we can transport above Moghalsarai. Various steps, as has been stated, are under contemplation to meet the demands of areas above Moghalsarai.

DIWAN CHAMAN LALL: Do I take it then that it is a constructional matter and not a matter of shortage of wagons? If it is a constructional matter, may I know what steps are being taken by the Railway Board to make good the deficiencies in the matter of construction?

SHRI JAGJIVAN RAM: I wish my hon. friend had followed what I said. It is again not a constructional matter alone. The entire question is how far we have to transport coal from Bengal and Bihar coalfields to Gujarat and far off places above Moghalsarai. That involves the entire economy of the country, and therefore the matter is being considered as to how far we divert the supply of coal to Gujarat

from fields other than Bengal and Bihar coal-fields and how far we can meet this supply from transport other than Railways so that the wagons going above Moghalsarai that could be released might be made available for supply of coal to Punjab, Uttar Pradesh and Rajasthan.

DIWAN CHAMAN LALL: Is not the hon. Minister aware that by diverting the route double the number of wagons will have to be used not only for taking the coal to the sea port but dumping it at another port and then taking it from that port to Punjab, Rajasthan or U.P.? It is a question of not utilising a less number of wagons but more number of wagons. May I therefore ask what the overall picture is which the hon. Minister can place before the House in regard to the making up of the deficiency that is apparent now?

SHRI JAGJIVAN RAM: I am afraid the hon. Member is obsessed with shortage of wagons. It is not only the wagons one has to consider but the relief that can be given to the wagons concerned. If coal has to be transported from Raniganj coal-fields to Kandla Port, it is not a question of the number of wagons that is required; it is the mileage that is to be covered. If the same quantity of coal is to be transported by sea, it is not that the same ton miles are involved but lesser ton miles. If coal has to be transported from Raniganj coal-fields to Calcutta Port and from there by sea to Kandla and again from Kandla Port, to the consuming centre, the distances covered by rail transport will be much less than the distance covered in the case of coal being transported all the way from Raniganj to Kandla by rail. Wagon utilisation is largely increased if lesser number is required but there is more intensive movement.

DIWAN CHAMAN LALL: Sir, the second part of my question has not been answered. What are the steps the Ministry is going to take in order to cover the deficiencies that are now apparent? What are the overall steps

being contemplated by the Ministry and the Railway Board? May I say that I do not subscribe to the mathematical calculations of my hon. friend in regard to this particular matter?

SHRI JAGJIVAN RAM: I am not here to teach mathematics, I am afraid. The overall steps that have to be taken are these. How much we can transport by sea, how much we can transport by railway, how far we can utilise road transport for short distances, all these things have to be taken into consideration. There is also another thing as to how far we can, instead of concentrating the production only in Bihar and Bengal coal-fields, spread it out in outlying coal-fields also. These are all integrated actions that will have to be taken in order to meet the growing requirements of coal in different parts of the country.

SHRI SATYACHARAN: May I know whether the supply of coal is impeded because of its production in specific areas of Bengal and Bihar?

SHRI JAGJIVAN RAM: That is what I have said, that our action is to see that the production of coal is not concentrated only in Bengal-Bihar coal-fields.

SHRI SATYACHARAN: In view of of this fact, may I know whether the matter has been referred to the Ministry of Steel, Mines and Fuel that there should be rationalisation of coal prospecting too?

SHRI JAGJIVAN RAM: All these matters are being considered at the highest level.

SHRI B. K. P. SINHA: The hon. Minister has said that with a view to easing the pressure on railway transport steps are being taken to divert coal traffic to sea and road transport. May I know if Government have any rough idea as to the quantity of coal that, with our present resources, could be carried by sea and by road?

SHRI JAGJIVAN RAM: It is very difficult to say anything about road, but at present we are considering the possibility of transporting a million tons of coal from Calcutta Port to the South and the West in addition to what we are transporting at present.

SHRI B. D. KHOBARAGADE: The hon. Minister has just now stated that coal has to be carried from Bengal and Bihar mines to Gujarat. I think coal from the Central India mines could very easily be taken to Gujarat. In that respect may I know what steps are being taken by the Railway Ministry in co-ordination with the Ministry of Steel, Mines and Fuel to increase the production from the Central India coalmines?

SHRI JAGJIVAN RAM: I have already stated that the entire matter of transport, production and their rationalisation is being considered at the highest level.

†ATTENDANTS WORKING IN THE DINING CARS OF GRAND TRUNK EXPRESS

*360. **SHRI A. D. MANI:** Will the Minister of RAILWAYS be pleased to state whether the attendants who work in the dining cars of the Grand Trunk Express on the Central Railway have to work continuously without adequate rest on their onward journey to Delhi; if so, why?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): No Sir.

SHRI A. D. MANI: Is it a fact that the attendants, for example to start from Secunderabad, have to travel at night, work during the night, travel during the day, work during the day and get off at Bina at about one o'clock at night after cleaning everything in the dining-car and catch the morning train at four o'clock for their onward journey, work right through the day,

†Postponed from the 8th March, 1961.

right through the night and reach Secunderabad the next morning?

SHRI SHAH NAWAZ KHAN: During the night, I hope, they sleep.

MR. CHAIRMAN: He is suggesting that the passengers are asleep and therefore these people will also be asleep.

SHRI SHAH NAWAZ KHAN: During the day time they work mostly at meal time hours and even during the day time they are not working whole time. For a round trip, it has been estimated that they work for 21½ hours.

MR. CHAIRMAN: The Minister wants you to say that for three days it is 21½ hours. That is what he is suggesting.

SHRI SHAH NAWAZ KHAN: That is what I said and according to the employment regulations, they have to put in a maximum of 231 hours. As against that, these people are working for a maximum of 161½ hours. So they are not by any means overworked.

SHRI A. D. MANI: Is it a fact that as a result of overwork, eight attendants fainted in the dining-car in May, last year and that the dining-car had to be detached in consequence at Itarsi?

SHRI SHAH NAWAZ KHAN: That has not come to my notice but that might possibly have been due to fumes or some other cause.

SHRI A. D. MANI: May I know whether it is a fact that on January 11 of this year, an attendant in the dining-car fell out of the train and was killed on account of fatigue?

SHRI SHAH NAWAZ KHAN: Falling out of train can be for reasons other than fatigue.

SHRIMATI T. NALLAMUTHU RAMAMURTI: Is it a question only of the number of hours of work when