

1959 on the expiry of their total workable life.

*270 and *271. [Withdrawn.]

STRIKE BY LOADING-UNLOADING STAFF AT HISSAR

*272. SHRI JUGAL KISHORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the loading-unloading staff at Hissar Railway Station on the Northern Railway are on strike for the last one month;

(b) whether Government are aware that the public are put to great inconvenience as a result of the strike; and

(c) if the answers to parts (a) and (b) above be in the affirmative what action Government have taken in the matter?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Yes. The handling contractor's labour was on strike from 4-4-59 to 16-4-59.

(b) Some inconvenience may have been caused on account of delay to consignments.

(c) Interim arrangements to handle as much traffic as possible were made by the Railway during the strike period.

As the labour had struck work for non-payment of their wages, *ad hoc* payments were also arranged by the Railway for disbursement to the labour which resolved the strike.

TRAIN NO. 1 BHS ON HISSAR-SADULPUR LINE

*273. SHRI JUGAL KISHORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that train No. 1 BHS on Hissar Sadulpur line on the Northern Railway reaches Sadulpur generally late and the passengers intending to travel towards Loharu side miss the train No. 92;

(b) if so, what action Government are taking to stop the late arrival of the said train;

(c) how many times during the last year the train reached late and missed the train No. 92; and

(d) whether it is a fact that on the 31st March, 1959 the train reached late and the passengers were put to great inconvenience, trouble and unnecessary expenses?

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

(b) and (c). During the year 1958, No. 1. BHS passenger train arrived Sadulpur late on 94 occasions but missed connection with 92 Down Bikaner Mail on 31 occasions only. During 1st January to 20th April 1959, it missed connection only on one occasion. However, with effect from 1st April, 1959, the margin between these trains has been further increased from 14 to 23 minutes, so as to further minimise chances of misconnection at Sadulpur.

(d) No.

ACCIDENT AT ERODE JUNCTION

*274. { SHRI MAHESWAR NAIK:
SHRI M. P. BHARGAVA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a railway engine bumped into the rear of the stationary Cochin Express at Erode Junction on the 16th April, 1959;

(b) whether there were any casualties as a result of the accident;

(c) whether any enquiry has been made; and