

**SHRI H. C. MATHUR:** Is the Minister aware that he is ignoring his own constituency?

**SHRI RAJ BAHADUR:** I will not be partial to it.

**DIVISIONAL HEADQUARTERS IN THE EASTERN RAILWAY ZONE**

**\*7. SHRIMATI SHOILA BALA DAS:** Will the Minister for RAILWAYS be pleased to state:

(a) (i) the number of Divisional Headquarters in the Eastern Railway Zone; and (ii) the names of the places and the States where they are located;

(b) whether Government propose to have some new headquarters in the Eastern Zone; and

(c) if the answer to part (b) be in the affirmative, the States and the places where such headquarters are proposed to be located?

**THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN):** (a) (i) Five Divisional Headquarters and one Regional Headquarter.

(ii) Sealdah, Howrah and Asansol in West Bengal, Dinapore and Dhanbad in Bihar and Bilaspur (Regional) in Madhya Pradesh.

(b) Government have at present no intention to set up new headquarters in the Eastern Zone.

(c) Does not arise.

**SHRI V. K. DHAGE:** May I know whether the Minister for Railways has received any representation from the people in Orissa?

**SHRI O. V. ALAGESAN:** Yes, Sir. Such a representation has been received.

**SHRI V. K. DHAGE:** Was the representation for the purpose of opening of an office in Orissa?

**SHRI O. V. ALAGESAN:** At present there are three Headquarters offices of the Eastern Railway in the State of Orissa, Khurda Road, Cuttack and Titlagarh. If any new Divisional headquarter is to be opened, they said that Orissa should be favourably considered, and we are having it under our consideration.

**AN HON. MEMBER:** What was the reply, Sir?

**MR. Chairman:** They said that if any new headquarter was to be opened, Orissa should be favourably considered. The Government are considering it.

**STRIKE OF TEMPORARY GANGMEN ON THE LINE FROM SIVI AND MAHALIMARUP TO GHATSILA ON THE EASTERN RAILWAY**

**\*8. SHRI K. L. NARASIMHAM:** Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that nearly 400 temporary gangmen went on strike from the 28th May 1953, on the line from Sivi and Mahalimarup to Ghatsila on the Eastern Railway; and

(b) if so, what were the grievances and demands of these gangmen?

**THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN):** (a) No. The Eastern Railway reports that approximately 120 casual labour working as gangmen in the Tatanagar area left work and ultimately returned after about a week.

(b) The gangmen concerned did not put forward any grievances or demands but they left work on hearing that casual labour were sought to be recruited on certain new terms.

SHRI K. L. NARASIMHAM: Is it not a fact that gangmen who have been working continuously for a number of years are still being classified as casual labour and stopped from work after three months regularly?

SHRI O. V. ALAGESAN: It is not so. We do not have any such information.

SHRI B. RATH: Is the Government aware of the fact that several gangmen employed as casual labour are removed from the list and then after three days their names are again entered in the list to see that these people are not included in the category of temporary labour?

SHRI O. V. ALAGESAN: No, Sir. As the name implies, casual labour are employed purely on temporary work. When there is no work, naturally they will not be employed, but there is no intentional removal of their names from any register.

SHRI K. L. NARASIMHAM: Is it not a fact that by classifying them as casual labour the Government are denying them the regular wages due to them under the Pay Commission Scales?

SHRI O. V. ALAGESAN: It is not a question of our classifying them. It is the need for their services that matters.

SHRI P. SUNDARAYYA: Is it a fact that casual labour working continuously for three months are removed just for three days and then re-employed?

SHRI O. V. ALAGESAN: I have to deny that.

DR. R. B. GOUR: Does the hon. Member mean that the work on which casual labour are employed is also casual?

(No reply.)

SHRI K. L. NARASIMHAM: Is it not a fact that there are casual labour like gangmen, etc. who have been working continuously for a number of years but who are still put on daily wages?

SHRI O. V. ALAGESAN: They work less than six months.

PROF. G. RANGA: Is the Ministry making any effort at the decasualisation of labour?

SHRI O. V. ALAGESAN: I don't think that at any time we can envisage the possibility of making all casual labour permanent.

PROF. G. RANGA: Has not the Minister heard that in England, for instance, the Government there have a regular programme of decasualisation so that they can go on reducing the number of casual labour?

SHRI O. V. ALAGESAN: I am not so well-informed as the hon. Member.

PROF. G. RANGA: Make enquiries then.

KHWAJA INAIT ULLAH: How long have casual labour to work continuously before they can be made permanent?

SHRI O. V. ALAGESAN: Casual labour are employed on works which would not last for more than six months at the outside. That is why they are called casual labour.

KHWAJA INAIT ULLAH: If they work for more than six months, are they automatically confirmed?

SHRI O. V. ALAGESAN: They will become eligible for temporary employment.

PROF. G. RANGA: Is the hon. Minister aware that there is an Act in our Statute Book about the de-casualisation of labour?

SHRI LAL BAHADUR: We have adopted it for some time now in regard to the Railway coolies, but we have not yet been able to adopt it for casual labour.

SHRI P. SUNDARAYYA: What is the total number of casual labour on this particular section of the railways?

SHRI O. V. ALAGESAN: I would like to have notice of that.

SHRI GOVINDA REDDY: Are they eligible for the benefits of labour legislations?

SHRI O. V. ALAGESAN: No.

#### RAILWAY ACCIDENT BETWEEN PALANA AND BIKANER STATIONS.

\*9. SHRI K. L. NARASIMHAM: Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that a goods train collided with a passenger train on the midnight of the 18th May, 1953 between Palana and Bikaner Stations;

(b) if so, how many persons were killed and how many were injured;

(c) whether an enquiry was made into the causes of collision; and

(d) if so, who made the enquiry and what were the findings of the enquiry?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Yes. At about 23.00 hours on 18th May 1952, (not 1953 as stated in the question) No. 221 Up Goods and 24 Dn Mixed trains, running in opposite directions on the Bikaner-Palana section, collided head-on almost mid-way between these two stations.

(b) 45 persons were killed and 27 received grievous and 40 minor injuries.

(c) and (d). The findings of the Government Inspector of Railways Bombay, who held his statutory enquiry into the accident, are that it was caused by the trains having been allowed to leave the Bikaner and Palana line clear stations without 'Line Clear' having been received for either of them.

SHRI K. L. NARASIMHAM: Is it not a fact that these train collisions are increasing every year?

SHRI O. V. ALAGESAN: It is not exactly so.

SHRI V. K. DHAGE: How many collisions have occurred in the U.P. this year?

SHRI O. V. ALAGESAN: I would like to have notice of that.

DR. P. C. MITRA: How many coaches were damaged in that collision?

SHRI O. V. ALAGESAN: In this collision, the front three carriages of the mixed train were wrecked and so also the leading portion of the fourth coach. The two engines got interlocked with the leading wheels of the goods train engine lifted 14 inches above the rail level. That is the information we have got.

DR. P. C. MITRA: How many passenger coaches were damaged?

SHRI O. V. ALAGESAN: I said the front three coaches of the mixed train.

SHRI J. R. KAPOOR: May I know whether any compensation has been paid to the dependants of those who were killed and if so what is the amount and to how many persons?

SHRI O. V. ALAGESAN: Compensation amounts are being paid but I should like to have notice for telling the exact amounts.