

of cultivation? Is it not a fact that they have already discovered a variety of rice which can be grown in these water-logged areas?

Dr. P. S. Deshmukh: There are certain varieties which are suitable for cultivation in these areas. There is no firm estimate of the area available for this crop.

Shri Panigrahi: May I know whether the Central Rice Research Institute at Cuttack has made any research on this and, if so, what it is?

Dr. P. S. Deshmukh: It is one of the duties of the Central Rice Research Institute to look into this. But I have no details as to what exactly they have done.

Shri Kanga: The Research Institute at Cuttack has already advised Government in the matter.

Mr. Speaker: The hon. Minister is not aware of that.

रेलवे के फाटक

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*११६३- $\left\{ \begin{array}{l} \text{श्री पद्म बेव :} \\ \text{श्री हेम राज :} \end{array} \right.$

क्या रेलवे मंत्री २० नवम्बर, १९५७ के प्रतारकित प्रश्न संख्या ४१६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) रेलों के फाटकों के सम्बन्ध में रेलवे मनेषणा केन्द्र, लखनऊ द्वारा प्रस्तुत की गई योजना को कार्यान्वित करने में देरी के क्या कारण हैं; और

(ख) यह योजना कब तक लागू कर दी जायेगी ?

रेलवे उपमंत्री (श्री शाहनवाज खां):
(क) रेलों में लागू करने से पहले प्रती यह देखना है कि अगल में (Under service conditions) यह योजना कैसी रहेगी।

(ख) जब आटोमैटिक बैरियर के बारे में कुछ और अनुभव हो जायेगा, तब इस योजना को लागू करने के सवाल पर फैसला किया जायेगा। अखतक व एक

आटोमैटिक बैरियर लगाया गया है और इसके मौजूदा नमूने के काम का सही-सही मन्दाजा लग जाने के बाद एक दूसरा बैरियर गोरखपुर में लगाने का विचार है।

श्री पद्म बेव : इस नई स्कीम के लागू होने पर, जब कि वहाँ से मजदूर हटा लिए जायेंगे, सरकार को कितनी बचत होगी ?

श्री शाह नवाज खां : यह सवाल प्रती तो बहुत कल्ल-प्रज-वस्त है।

Shri Tangamani: As it is more than six months since the scheme has been submitted, may I know whether the scheme will be tried at least in one place in each zone?

Shri Shahnawaz Khan: Yes, Sir. The scheme, for the present, is being tried at Alambagh on the Northern Railways. We are going to try it also at Gorakhpur. After we have studied it under actual working conditions, we will extend it to other zones.

Shri Tangamani: May I know whether it will be tried in some areas in other zones also?

Mr. Speaker: That is a suggestion for action.

Decasualisation Scheme in Cochin Port

*1170. Shri Kodiyam:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have any proposal to introduce the decasualisation scheme in the Cochin port; and

(b) if so, what are the main features of the proposals?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) The Scheme under consideration is similar to the Scheme in force in the port of Madras.

Shri Kodiyam: Apart from the stevedoring workers, may I know whether this scheme will include headload and lighterage crew also?

Shri Raj Bahadur: This may include these categories of workers also. But I may add that the introduction of the Scheme is being delayed on account of various factors.

Shri Narayanankutty Menon: May I know whether any time-limit has been fixed by Government for decasualisation in Cochin port?

Shri Raj Bahadur: That is under consideration.

Shri Tangamani: Is the Government aware that because of the delay in implementing the decasualisation scheme and even the recommendations in the award of 1950, there has been satyagraha going on in the Cochin port for the last two months?

Shri Raj Bahadur: So far as I know, there has been no satyagraha at all in Cochin port. There has been some agitation on behalf of a labour union which has not been recognized. As far as this particular question is concerned, I may say for information of the House that the extent and scope of decasualisation depends upon the number of ships entering a port, the type of cargo, the nature of cargo, facilities available etc. All these factors are variable. Therefore, the acceptance of the demand also depends upon these varying factors.

Shri Tangamani: Is it not a fact that nearly 600 workers employed in the Cochin port are still kept in the temporary list, although they have put in more than ten years of service?

Shri Raj Bahadur: I have explained the reasons and circumstances on account of which we have got to have these casual labourers.

Shri Kodiyam: May I know whether Government has considered it necessary to put a stop to the present system of giving the token for work exclusively to a single union and, if so, whether they will put a stop to it pending final decision on the decasualisation scheme?

Shri Raj Bahadur: No distinction can be visualized or contemplated on the basis of the union to which any particular worker is affiliated, so far as decasualisation is concerned.

Theft of Copper Wire on Railways

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*1171. { **Shri B. Das Gupta:**
Shrimati Ila Palchoudhuri:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that on the morning of Friday, the 21st February, 1958, four electric Down trains were delayed for several hours and 1 Up train for about half an hour on the Howrah Division due to theft of overhead copper wire;

(b) if so, the details of detention;

(c) the extent of loss in terms of weight, length and value;

(d) the steps taken to ensure prevention of such thefts in future; and

(e) whether any arrests have been made in this connection?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, but these trains were hauled by steam engine and not by electric locomotives.

(b) A statement is laid on the table of the Lok Sabha. [See Appendix V, annexure No. 116.]

(c) The approximate length of wire lost was 200 ft. its weight 200 Lbs. and value Rs. 450/-.

(d) Arrangements for intensive track patrolling of the section have been made and frequency of check by supervisory staff has been increased.

(e) No arrests have been made so far.

Shri B. Das Gupta: Is it not a fact that a force called the Railway Protection Force has been created for the better protection of railway property? May I also know whether any ar-