

Shri Shah nawaz Khan: It is not as if we have been working just on those 30 miles and we have not done any more work. It will be of interest to the hon. Member to know that we have completed 70 per cent of the entire earth work, that is, 86 miles have been completed, and 83 miles are in progress. Similarly, in the case of bridges, out of a total of 48 major bridges, we have completed 13, and we are working on 22. Similarly, the work is in progress throughout the entire line.

Compensatory (City) Allowance

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782. { **Shri A. K. Gopalan:**
Shri Narayanankutty Menon:
Shri Vajpayee:

Will the Minister of Railways be pleased to state

(a) whether the grant of compensatory (city) allowance to non-gazetted railway employees is considered on population basis,

(b) if so, whether the classification of Amritsar, Jullundur and Ludhiana was done on the same basis,

(c) whether the case of Ferozepore was considered at any stage, and

(d) if not, why Ferozepore was excluded?

The Deputy Minister of Railways (Shri Shah nawaz Khan): (a) Yes

(b) Yes

(c) and (d) As the population of Ferozepore according to 1951 census was less than 1 lakh, it was not included in the list of towns eligible for Compensatory (City) Allowance or House Rent Allowance.

Shri A. K. Gopalan: May I know the population of Ferozepore now, and if it comes under this category, whether the question of including this place also will be considered?

Shri Shah nawaz Khan: The latest figures we have is of the 1951 census. According to that, the population of Ferozepore City and Cantonment is just less than 80,000.

Shri Tangamani: In view of the hon. Minister's statement that the grant of compensatory allowance is on the basis of population, may I know if cities with a population of one lakh will be placed under 'C' grade?

Shri Shah nawaz Khan: The list of cities has been prepared and cities with a population of over one lakh and fifteen thousand are included.

Shri Tangamani: May I know whether the question of the city of Tuticorn, where the population is more than a lakh, was raised?

Mr Speaker: How many cities are there in India where the population is more than a lakh? The hon. Minister cannot remember about every city. He will kindly write to the Minister.

Shri Tangamani: He has been written to.

Mr Speaker: If he has not answered, he can put a separate question.

Shri T. B. Vittal Rao: The Minister has said that the latest figures on which this is based are the 1951 census. May I know if payment of house rent and city compensatory allowance is revised only once in ten years?

Shri Shah nawaz Khan: We go by the latest figures.

Mr Speaker: The hon. Member only wants to know if there is an addition by way of dearness allowance and so on if it is found after the census that there is so much of increase in population, and therefore erstwhile 'non-cities' will be converted into cities according to the growth of population, and whether it is done only once in ten years.

The Minister of Railways (Shri Jagjivan Ram): After the result of the census is announced, if the population of certain cities, which during the previous census was less than a lakh, becomes more than a lakh, such cities qualify for such allowance. But here again the difficulty is that we cannot get authentic population figures unless a census is held.

Shri B. S. Murthy: While considering this question, have the latest figures been called for from the Municipality, and if so, does it show that Ferozepore has got more than a lakh population?

Shri Shah Nawas Khan: If I may say so, the city compensatory and house rent allowance were fixed on the recommendation of the Central Pay Commission in 1947. I believe another Pay Commission has recently been appointed and I am sure it will go into all these aspects

Navigation of Rupnarain

*783. **Shri S. C. Samanta:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether any model experiments were carried out in 1944 to find out measures to control erosion of the left bank of the Rupnarain upstream of the then Bengal Nagpur Railway Bridge at Kolaghat by means of deflecting the groyne,

(b) if so, whether after the construction of the groyne not only erosion of the left bank completely stopped but also a deposition of silt 9 to 10 feet depth occurred;

(c) what is the position at present, and

(d) whether it is also a fact that at present the steamers which were running from Calcutta to Ranichak beyond Kolaghat, have been rendered unusable through Kolaghat?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (d) A statement giving the requisite information is laid on the Table of Lok Sabha [See Appendix II, annexure No 121]

Shri S. C. Samanta: Is the hon. Minister aware that though the railway bridge at Kolaghat, has been saved, another bridge is going to be constructed some 25 feet away joining the National Highway from Calcutta to Madras and Bombay? If so, will the shoaling referred to by the hon. Minister grow more?

Shri S. K. Patil: It does not arise out of this question, but I have no information about this National Highway.

Shri S. C. Samanta: In reply to (d), the Minister has said that nowadays steamers do not ply from Calcutta to Ranichak except during high water levels. May I know whether during the last five years any steamer passed through Kolaghat from Calcutta during high water levels?

Shri S. K. Patil: That was a decision taken by the steamer companies because they found, according to the notice, uncertainty of navigability. That is why no big steamer communications have been there, but small launches go. As to whether there is any danger to the Highway or not, I have no information.

Shri S. C. Samanta: Is it not a fact that not a single small launch has passed through this place and steamers from Calcutta go only to Geonkhali and Banka and no more? If so, is the Ministry taking this into account to see that shoaling either by dredging or some other means is removed?

Shri S. K. Patil: The hon. Member has given information and I shall be benefited by it

रेलवे लाइनों की सुरक्षा

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*७८४ { श्री जयंत वर्मा :
श्री बी० चं० शर्मा :
श्री विनूति मिश्र :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि रेलवे लाइनों की सुरक्षा के लिये ग्रामीणों का सहयोग प्राप्त करने की एक योजना रबीकार की गई है; और

(ख) यदि हां, तो क्या उस योजना के प्राथिक पहलू व कार्यप्रणाली का एक विशद विवरण सभा-मटल पर रखा जावेगा?

रेलवे उपमंत्री (श्री साहनबाबू खां)
(क) और (ख) जी नहीं। अभी इस योजना