

(b) if so, the charges against them; and

(c) the number of cases where the employee concerned was allowed to appear personally in support of his representation?

The Minister of Railways and Transport (Shri L. B. Shastri): (a)—

State	Removed in		
	1949	1950	1951
(1) West Bengal	8	20	14
(2) Bihar	7	11
(3) Orissa	2	1
(4) U.P.	2
(5) M.P.	22
(6) Delhi	6	1
(7) East Punjab	1	..
(8) Madras	53	22
(9) Bombay	2
TOTAL	8	89	75

(b) Action was taken against these persons as provided for in rule 3 of the Railway Services (Safeguarding of National Security) Rules.

(c) The standard form of notice served on the employees requires them to state *inter alia* whether they desire to be heard in person by the competent authority or by the committee of advisors. In cases where the employees concerned asked for a personal hearing, it was given to them.

KURSILA RAILWAY BRIDGE

***1356. Shri L. N. Mishra:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Kursila Railway bridge on Mansi-Saharsa Railway Line and railway line from Koparia to Badlaghat remains unsafe for a major part of the year; and

(b) if so, whether Government propose to repair the said bridge and improve the railway line from Koparia to Badlaghat on Saharsa-Mansi Railway Line to ensure all weather communication to the said area?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) It is not correct that the railway line from Koparia to Badlaghat remains unsafe for a major part of the year. The trouble

mostly is during the monsoon season from July to October every year.

(b) The Kursila Nulla Bridge is maintained in a good state of repair but an all-weather rail connection cannot be maintained as the course of the river Kosi between Koparia and Badlaghat is unpredictable and no permanent bridges can be built till this becomes stable.

RAILWAY LANDS

***1357. Shri Ganpati Ram:** Will the Minister of Railways be pleased to state:

(a) whether the fallow lands lying on both the sides of Railway lines are leased on contractual basis for fixed periods; and

(b) if so, how many acres of such lands were leased from 1950 to 1952 and what the total revenue incurred from the owners of such lands was?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) Approximately 42,420 acres of land were leased from 1950 to 1952. Complete information about the total revenue derived for such lands is not available, but from the information so far available it may be in the neighbourhood of Rs. 7 lakhs.

ZONAL OFFICE OF SOUTHERN RAILWAY AT HUBLI

***1358. Shri Datar:** Will the Minister of Railways be pleased to state:

(a) whether at the time of the re-grouping of the Railways in the South it was announced by Government that the Zonal Office of the Northern portion of the Southern Railway consisting of metre gauge lines would be located at Hubli;

(b) whether in pursuance of the above decision, the Central Government have purchased from the Bombay Government the labour tenements built by the latter at Hubli; and

(c) when the regional offices of this Northern Zone will be shifted to Hubli from its present temporary location?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Although Hubli was considered more suitable from the point of view of operation, the Headquarters of the Northern Metre Gauge region of the Southern Railway was located for the time being at Mysore, in view of the availability of accommodation and the need for starting with a minimum of staff movements.