

given by the Government in their construction in Rajasthan?

Dr. P. S. Deshmukh: Tubewells have been constructed in Rajasthan, and five are going to be provided in the exploratory tubewells construction scheme.

Shri U. M. Trivedi: Is it a fact that a bill of Rs. 28,000 has been made out by the Government for the digging of a single tubewell in Khijarla?

Dr. P. S. Deshmukh: I would like to have notice.

Mr. Deputy-Speaker: Does the hon. Member think that it can be dug for Rs. 8,000?

Shri U. M. Trivedi: I said Rs. 28,000.

Mr. Deputy-Speaker: The hon. Member must know what exactly will be the cost per tubewell.

Shrimati Ammu Swamiodhau: In view of the fact that monsoon has failed for the last five years in South India and there is water scarcity in Madurai district, Dindigul and other places, is the Government thinking of constructing tubewells in places where there is a great deal of drinking water difficulty?

Dr. P. S. Deshmukh: This is not a very easy thing to solve. There is water scarcity, especially of drinking water all over the country and we have got such reports from many States. It is not possible for us to start digging tubewells only for drinking water.

Shri V. G. Deshpande: May I know the amount so far advanced to the National Tubewells Limited, and the work done by them up to this time?

Dr. P. S. Deshmukh: I want notice.

Shri B. S. Murthy: What steps have been taken to investigate the question of digging tubewells in Rayalseema? May I know also whether the Government of Madras has been consulted in the matter, and if so, the reply of that Government on this subject?

Dr. P. S. Deshmukh: I do not think Government of India has made any survey or investigations so far.

Several Hon. Members rose—

Mr. Deputy-Speaker: We have had sufficient about this. Next question.

Question No. 883, Sardar Hukam Singh.

Sardar Hukam Singh: In the list of questions supplied to us, there is no

question No. 883. It is not printed in the list, and I did not know that I had any question at all.

Mr. Deputy-Speaker: After question No. 882, there is a question on 'Railway Zones (Economy)'. It appears that Sardar Hukam Singh gave notice of that question. I understand the Press made a mistake while printing, by putting it in the name of Shri N. P. Sinha. On the 29th November, a corrigendum was issued "...for Shri N. P. Sinha", read "Sardar Hukam Singh".

Dr. S. P. Mookerjee: Another correction also is necessary. For '884', we have to read '883'.

Mr. Deputy-Speaker: This correction also has been issued in the same corrigendum:

"On page 121(1) after question No. 882 for the existing No. "884" read "883"."

I wish the hon. Member evidently had only known this. Otherwise I would have passed over to the next question.

Sardar Hukam Singh: I put the question, Sir.

RAILWAY ZONES (ECONOMY)

*883. **Sardar Hukam Singh:** (a) Will the Minister of Railways be pleased to state the economies expected to be effected, or the increase in efficiency expected from the re-grouping of the Indian Railways into Zones, and from the abolition of the I Class on Indian Railways?

The Deputy Minister of Railways and Transport (Shri Alagappa): While better co-ordination in the movement of traffic has been secured on the Regrouped Railways, it is too early to assess the full extent of the economies realized and realizable. It is only after some time has elapsed after integration has been completed that a worthwhile assessment can be undertaken. As regards the question of financial implications of the withdrawal of first class accommodation it has already been referred to the Railway Administration concerned and their reports are awaited.

Shri Namblar: May I know the amount of money saved due to re-trenchment arising out of this zonalisation?

Shri Alagappa: As I have already stated, it is too early to answer the question and give a full picture of the economy that can be realised under this scheme.

Shri Namblar: May I know whether there are temporary railwaymen not confirmed in anticipation of retrenchment arising out of the merger?

Shri Alagasan: I am not aware of any such thing.

Shri B. S. Marthy: How many extra second class bogies are to be provided due to the abolition of the first class bogies?

Shri Alagasan: As soon as the first class is abolished, these bogies are intended to be converted into second class bogies, without any reduction of amenities or conveniences.

Shri K. K. Basu: May I know, since the regrouping, how many senior grade posts such as deputy directors and others were created?

Shri Alagasan: There has been a considerable reduction in the number of senior gazetted posts.

Dr. S. P. Mookerjee: Has the attention of the Government been drawn to certain statistics which have been recently published, indicating that there has been a steady deterioration in movement and efficiency and especially movement since the starting of the zonal system?

Shri Alagasan: Since the starting of the zonal system, there has been greater efficiency, with regard to movement. We have not moved coal so far to the extent to which we have been moving now, and for instance, at one point Moghalsarai alone, 1,165 wagon-loads of coal are moved a day and on the whole we are moving 500 wagons more on an average daily than the guaranteed minimum.

Shri Sarangadhar Das: May I know whether the congestion in the Calcutta docks is due to the increased efficiency of the zonal system?

Shri Alagasan: It is not due to the zonal system. Of course, it is well-known that we are short of wagons, and this congestion is partly due to the inadequacy of the wagons.

Shri U. M. Trivedi: How many honorary gazetted officers have been created, on account of this zonal system?

Shri Alagasan: I have no idea.

Shri Sarangadhar Das: May I know whether the Calcutta port was not congested before two or three months and whether the congestion has taken place only during the last two or three months?

Shri Alagasan: There are various reasons for that. One is the arrival of all food ships at a particular time,

resulting in a bunching of ships. It is not due to the paucity of wagons alone. There are various other causes also.

Shri B. S. Marthy: Is it not a fact that due to the zonal system in the South, the Madras-Bewzada line has a lot of congestion, and that several petitions have been received by the Government in this connection?

Shri Alagasan: We are taking very early steps to remedy that congestion.

Shri Nandan: The hon. Minister answered that all the first class carriages will be converted into second class compartments. Am I to understand that there would be no additional accommodation for the third class passengers, consequent on the cancellation of first class?

Shri Alagasan: I do not know how this arises from that. We are trying to provide more third class coaches also.

Shri Ramachandra Reddi: When the first class is abolished, what will be the name given to the highest class?

Shri Alagasan: The second will be the highest class, and we will have in addition air-conditioned coaches too.

Shri Raghavalah: As a result of this regrouping and zonalisation schemes in the Indian Railways, may I know, what is the approximate number of workers that are likely to be retrenched?

Shri Alagasan: No workers are likely to be retrenched. Yesterday I answered a question in the other House that a very small number only has been retrenched.

Shri Namblar: Arising out of the answer given already, may I know, Sir, whether the Government have received complaints from staff about the large number of transfers from place to place, particularly on the Southern Railway?

Shri Alagasan: Government gave an undertaking with regard to the three zones which were formed in the last lap. Government did not give any such undertaking with reference to transfers in any other re-grouped zone. But even so, these transfers are restricted to the minimum possible extent.

MULTI-PURPOSE WELFARE CENTRES

*884. **Shri N. P. Saha:** (a) Will the Minister of Labour be pleased to state how many multi-purpose welfare centres for female labourers have been opened in Bihar coalfields and at what places?