

(c) what is the actual number of wagons required to make up the full supply for normal demands based on the working of the last two years; and

(d) what steps are being taken to make up this deficiency?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No.

(b) Does not arise.

(c) Over 20,000 additional wagons.

(d) Best endeavours are being made to obtain more wagons in large numbers within the shortest possible period depending upon our ways and means position and the capacity of many firms not only in India but also abroad to accept and implement the orders.

MIXED TRAINS

*193. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that mixed trains are running on a number of lines;

(b) if so, in what numbers and on what lines;

(c) whether it is a fact that running of these mixed trains, is fraught with risks to the life and property of the passengers; and

(d) if the answer to part (c) above be in the affirmative, the steps taken to remove the risks and make journey on these lines as safe as possible in the circumstances?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes, there are mixed trains that is trains consisting of passenger coaches and other coaching vehicles and goods wagons.

(b) In all 784 mixed trains are running on the various railways as shown below:—

Central Railway	95
Eastern Railway	117
Northern Railway	153
North Eastern Railway	85
Southern Railway	92
Western Railway	242
	<hr/>
	784

(c) and (d). No. Apparently the question implies that such mixed

trains as do not have continuous vacuum brake system for the operation of passenger alarm communication are fraught with risks. The position briefly is this. All mixed trains on the Broad Gauge are provided with the necessary gear for the continuity of vacuum brake. On the Metre and Narrow Gauges, however, most of the goods vehicles do not at present have the continuous braking system fitted and when such vehicles are attached between the coaching stock and the locomotive, the coaching stock passenger alarm communication and vacuum brakes cannot be operated. Such trains are, however, provided with devices like the vacuum or steam brake in the engines, which are capable of providing adequate braking power for these trains. Further, the maximum authorised speeds of these trains are comparatively low and the lack of automatic vacuum brake equipment does not present any particular difficulty in controlling those trains.

Arrangements, however, have been made for goods stock to be fitted with the vacuum brake and the work is being carried out to a programme. All the new wagons are so fitted but it may be two or three years before the through braking on all mixed trains can be introduced.

CONSTRUCTION OF NEW METRE GAUGE RAILWAY LINES

*198. **Shri Dabhi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government propose to construct the metre gauge Railway lines between Sojitra and Dholka (Bombay State), between Bhadrans and Bhaite (Bombay State) and between Chhota Udepur (Bombay State) and Kukshi (Madhya Pradesh);

(b) if the answer to part (a) above be in the affirmative, what progress has been made in this direction;

(c) whether it is a fact that Government had at one time dropped the idea of constructing the Sojitra-Dholka Railway line; and

(d) if the answer to part (c) above be in the affirmative, what are the reasons for the same?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No.

(b) Does not arise.

(c) Yes.

(d) There are a large number of more important and urgent projects which will fully utilise all the funds likely to be available for the construction of new lines.

EMPLOYMENT EXCHANGES

*199. **Shri Velayudhan:** Will the Minister of Labour be pleased to state:

(a) whether Government have appointed any Committee to enquire into the working of the employment exchanges; and

(b) if so, what are the terms of this Committee?

The Minister of Labour (Shri V. V. Giri): (a) A Committee is being set up to examine the future of the Organisation of the Directorate General of Resettlement and Employment.

(b) The terms of reference are:

To assess the need for the continuance of the Resettlement and Employment Organisation in the context of the country's economic and social development and to suggest with reference to such need what its future shape should be in particular—

- (i) to enquire into the whole question of the future of the Resettlement and Employment Organisation and examine whether part of the organisation should be transferred to the State Governments or not; in the latter event, what degree of superintendence and control should be retained by the Central Government;
- (ii) to assess the results obtained by the Employment Exchanges and Training Schemes including the Scheme for the training of Instructors and Supervisors at the Central Institute, Koni, Bilaspur;
- (iii) to consider on what basis the Training Schemes should be continued and whether the present system of granting stipends should be abolished or modified;
- (iv) to examine whether there should be further expansion of Employment Exchanges and training programmes consonant with the increased requirements of the country;

(v) to consider whether legislation should be introduced making it obligatory for industry to recruit personnel, at least in the larger industrial centres through Employment Exchanges; and

(vi) to consider whether Government should make a small levy from the employers and/or employment-seekers in order to finance part of the cost of the organisation.

CHITTARANJAN TOWN

*200. **Shri H. N. Mukerjee:** Will the Minister of Railways be pleased to state the reason why not only the workshop area but also the entire town of Chittaranjan in West Bengal is closed to free entry by citizens of the Union?

The Minister of Railways and Transport (Shri L. B. Shastri): The whole of Chittaranjan embracing the township and the workshop area has been declared a protected area. The Chittaranjan township is contiguous to the workshop area, and contains key installations for supply of electricity, water etc.; special protective measures are therefore necessary.

QUILON-ERNAKULAM RAILWAY LINE

*201. **Kumari Annie Mascarene:** (a) Will the Minister of Railways be pleased to state what steps have been taken by Government to implement the Government's policy of giving top priority in constructing the railway line from Quilon to Ernakulam?

(b) Have Government taken any step to acquire land or to order for materials required for it?

(c) What part of the money allotted for the purpose is already spent?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Arrangements are being made for undertaking the work between certain mileages where the final location survey has been completed.

(b) The Travancore Government are taking the necessary steps immediately to appoint the Land Acquisition Staff for this work.

(c) About Rs. 50,000/- has so far been spent on this work.

WATER TANKS

*202. **Shri Jasaal:** (a) Will the Minister of Railways be pleased to state whether any enquiry has been