

### Sindhi Displaced Employees on Railways

\*771. **Shri Gidwani**: Will the Minister of Railways be pleased to state:

(a) the total number of Sindhi employees of the Northern Railway who had applied for transfer to the Western Railway; and

(b) how many of them have actually been transferred to the Western Railway?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan)**: (a) 42.

(b) 1.

**Shri Gidwani**: When will the remaining people be transferred?

**Shri Shah Nawaz Khan**: It is very difficult to give any definite date. As and when vacancies occur, we will accommodate them.

### Wagon Shortage

\*772. **Shri Ram Das**: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some time back the Hosiery Industry Federation Ludhiana (Punjab) made representation to the Northern Railway that a very large stock of hosiery goods was lying blocked at Ludhiana for want of non-availability of wagons;

(b) how much of these hosiery goods has been removed by the Railway since; and

(c) whether a similar representation of shortage of wagons was made to the Northern Railway by the Textiles Manufacturers Association of Amritsar?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan)**: (a) Yes, early in August, 1955, some representatives of this Federation represented difficulties in booking to Bombay. Further it was mentioned in their representation that 180 and 390 maunds of goods were waiting to be sent to Indore and Ahmedabad respectively.

(b) All these goods and others tendered since then have been cleared and at present, there are no consignments of hosiery despatch from Ludhiana.

(c) No.

**श्री राम-दास** : क्या मैं जान सकदा हूँ कि सरकार न इसमें कोई तहकिकात करायी है कि यह चार्टर आफ बैग्स रेसबे की कर्म

चारियों ने इसलिये क्रीएट की कि व्यापारियों से रिजर्वत लेने के मौके और ज्यादा प्राप्त हो सकें ?

**श्री शाहनवाज खां** : नहीं साहब ऐसी कोई बात नहीं है ।

**Sardar Iqbal Singh** : Are Government aware of the fact that there is always shortage of wagons at Ludhiana and Amritsar, because these are petty manufacturers of hosiery, and if so, may I know whether Government are going to allot a special quota to these manufacturers?

**Shri Shah Nawaz Khan** : Definite quotas are fixed for moving hosiery goods. Two wagons per week is the quota allowed by the Northern Railway for moving hosiery goods.

There is a misconception that there is always shortage of wagons. With your permission, I would like to clear that misconception. There is not a general shortage of wagons for all stations. There are certain stations to which bookings are restricted by means of quota restrictions, because there are bottlenecks at those stations and we have got to pass certain quantities through those bottlenecks; it is only to those destinations that shortage is experienced.

**Sardar Iqbal Singh** : Is the hon. Parliamentary Secretary aware of the fact that at the meetings of the Consultative Committee of the Northern Railway, the members from the public have always complained that there is shortage of wagons at Ludhiana, and if so, may I know whether Government have taken any steps in the matter?

**Shri Shah Nawaz Khan** : This is quite different question. We do not possess as many wagons as we would like to have in India, and it is for that very reason that we are manufacturing 15,000 wagons a year in India. There is a general shortage of wagons, and consistent with the demand of traffic, we are trying to fit in whatever is available.

**Sardar Iqbal Singh** : My point was that this matter has been brought to the notice of the Ministry of Railways by the Consultative Committee. Have Government taken any action on this point?

**The Minister of Railways and Transport (Shri L. B. Shastri)**: As the hon. Parliamentary Secretary has said, if the consignments are booked for Madras and beyond Madras, then some restrictions will have to be put on the allotment of wagons, because there are bottle necks.

nearabout Bezwada and beyond Bezwada. But if the consignments are booked for other places where there are not such difficulties, then there is absolutely no restriction on the allotment of wagons; in fact, there is almost free booking between Ludhiana and Delhi and other places like Kanpur and even Calcutta. If, for instance, you want to send your consignments to Saurashtra, it has to pass through Sabarmati and other areas where there is limited line capacity; then the difficulties arise. But I may assure the hon. Member that if there has been any difficulty which has been created on account of the non-allotment of wagons for smalls, in future every effort will be made to minimise it and we shall try to allot as many wagons as possible for carrying the smalls.

### Telegraph Offices

\*773. **Shri L. N. Mishra** : Will the Minister of Communications be pleased to refer to the reply given to Unstarred Question No. 652 on the 30th August, 1955 and state :

(a) whether the telegraph offices at Balwabazar and Birpur of Saharsa Dist. in Bihar, have since been opened ; and

(b) if not, the reasons therefor ?

**The Deputy Minister of Communications (Shri Raj Bahadur)** : (a) No; they are expected to be opened in about a fortnight.

(b) Delay in getting materials and also in obtaining the permission of Kosi Project Authorities for making use of a circuit leased to them.

### Railway Booking at Shalimar

\*775. **Dr. Ram Subhag Singh** : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that due to booking restrictions congestion of textile consignments had occurred in the Railway goods shed at Shalimar in the early part of September this year ;

(b) if so, the reasons therefor ; and

(c) how was the congestion cleared ?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan)** : (a) Yes, but the booking restrictions were the result and not the cause of the congestion ;

(b) The congestion occurred due to delay in taking delivery of textile goods by the consignees.

(c) By imposing restriction in the booking of textile goods to Shalimar, Chambers of Commerce were also requested to assist in securing removal of textile

goods from Railway premises and the State Government issued a press notification that consignments not promptly cleared are liable to be seized.

**Dr. Ram Subhag Singh** : It has been stated that this congestion was because of the delay in taking delivery. May I know the reason for that ?

**Shri Shah Nawaz Khan** : It would appear that this congestion was very cleverly manoeuvred by certain business interests in Calcutta. Just before the Puja, they refused to remove the goods from the goods sheds, and by doing so, they hoped to create an artificial scarcity of cloth in Calcutta, and thereby realise high prices for the goods that they had already stored in their godowns. I think the House will be interested to know that during that period, at one time, there were 5,463 bales that were lying in the goods sheds, and there 206 wagons that were waiting to be unloaded. In all there were 293 wagons which were rendered almost useless during that period, because they could not be unloaded for a whole month.

**Dr. Ram Subhag Singh** : May I know when the congestion was completely cleared, and to what extent the business interests succeeded in their manoeuvre ?

**Shri Shah Nawaz Khan** : The congestion was completely cleared by 24th October. The business interests who manipulated this artificial scarcity succeeded to a great extent in their evil designs.

**Shri N. B. Chowdhury** : May I know whether the Government of West Bengal made any representation to the authorities here regarding this matter, and whether Government took adequate steps at that time to see that the goods were cleared from the railway yard at Shalimar ?

**Shri Shah Nawaz Khan** : In fact, the position was just the other way. The Railway authorities approached the Government of West Bengal to co-operate with the railways in securing the speedy removal of the consignments, and as a result of this the West Bengal Government issued a communique saying that if the goods were not removed within three days, then the goods would be seized. And it was only as a result of that communique that the goods started moving out of Railway yards.

**Mr. Speaker** : Next question.

**Dr. Ram Subhag Singh** : What will happen in the future ?

**Mr. Speaker** : I am going to the next question.