

**Shri Alagesan :** In the case of large holders, they might have been deprived of some of their contracts. I do not know the duration for which those contracts have run. But there are large holders who are having more than one contract. So, they might have been deprived of some of their contracts even before their courses were run.

**Shri Jangde :** May I know whether the licences of any contractors have been terminated on account of sub-letting ?

**Shri Alagesan :** I should like to have notice. It has been answered before, but yet, I should like to have notice.

**Padit D. N. Tiwary :** In view of the large-scale unemployment in the country, will the Government consider the desirability of letting out contracts in the proportion of one contract to one individual ?

**Shri Alagesan :** This has been considered. To have only one contract for one individual may not be quite practicable. When the size of the holdings of established contractors is running to 50, 60 or sometimes to more than 100, it is rather too difficult to bring it down and limit the number to one contract for one individual.

#### RAILWAY FACILITIES FOR MEMBERS OF STATE LEGISLATURES

\*2328. **Shri Madiah Gowda :** Will the Minister of Railways be pleased to state :

(a) whether any State Government have requested the Central Government to allow the members of their State Legislatures to travel free in the railways within their State jurisdiction ; and

(b) if so, the reaction of the Central Government thereon ?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** (a) Yes ; U. P. and Assam Governments.

(b) A statement is laid on the Table of the Lok Sabha. [See Appendix XIV, annexure No. 2]

**Shri Madiah Gowda :** Have the Government any definite policy in the matter of allowing members of the State legislatures free travel in the trains in the jurisdiction of the States concerned ?

**Shri Alagesan :** There is no question of free travel at all. Even with respect to Members of Parliament, it is not free travel. It should not be understood as free travel, as far as the railways are concerned. The Lok Sabha and the Rajya Sabha Secretariats pay for all the travel of the Members. The State Governments have also been told that if they are prepared to pay as per certain conditions that have been communicated to them, it will be considered.

**Shri Madiah Gowda :** What is the arrangement that they have now arrived at—the arrangement between the Central Government and the Government of Assam ?

**Shri Alagesan :** The statement gives the suggestions made to these two Governments by the Railway Ministry, and we are awaiting the replies.

#### COMPENSATION FOR RAILWAY ACCIDENT

\*2330. **Shri Sanganna :** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 921 on the 16th December, 1955 regarding railway accident on 141 Down Madras-Puri Passenger on the 5th August, 1955 and state :

(a) whether the two applications for payment of compensation have since been disposed of ; and

(b) if so, with what results ?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** (a) No.

(b) Does not arise.

**Shri Sanganna :** May I know the reasons for not disposing of these applications so far ?

**Shri Alagesan :** They are before the Claims Commissioner. The cases are *sub judice*.

**Shri Sanganna :** May I know the category of the victims who are involved in the accidents ?

**Shri Alagesan :** This is with reference to the payment of the claims. Our information is that these two cases are pending before the Claims Commissioner.

### टेलको

\*२३३२. श्री के० सी० सोधिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५-५६ में टाटा लोकोमोटिव और इंजीनियरिंग कम्पनी द्वारा कितने इंजन तथा बायलर तैयार किये गये ;

(ख) भारत सरकार ने उनमें से कितने इंजन तथा बायलर खरीदे और प्रत्येक के लिये क्या किमत दी ; और

(ग) क्या टाटा लोकोमोटिव के इंजन और बायलर उसी प्रकार के हैं जैसे कि चितरंजन लोकोमोटिव वर्क्स के, और यदि नहीं, तो दोनों में क्या अन्तर है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेसान) :

(क) १९५५-५६ में ४२ तैयार इंजन और ४२ बायलर मिले ।

(ख) सब । इनके दाम अभी तय नहीं हुए हैं । दाम बहुत ज्यादा जान पड़ते हैं और टैरिफ कमिशन इसकी जांच कर रहा है ।

(ग) जी नहीं । चितरंजन कारखाने में बड़ी लाइन के इंजन तैयार होते हैं और टाटा लोकोमोटिव वर्क्स में मीटर लाइन के । इन दोनों कारखानों में तैयार बायलर भी अलग-अलग ढंग के हैं ।

श्री के० सी० सोधिया : सन १९५५-५६ से पेशतर जो एंजिन और बायलर ग्रेस कम्पनी से लिये गये थे, क्या उनकी किमत तय हो गई थी ?

**Shri Alagesan :** I do not follow the question.

**Mr. Speaker :** The hon. Member may put the question in English.

**Shri K. C. Sodhia :** May I know whether the prices of the locomotives and boilers purchased before 1955-56 have been finalised and payment made ?

**Shri Alagesan :** Payments are being made.

**Shri K. C. Sodhia :** What was the difference in the price for 1954-55 and 1955-56 ?

**Shri Alagesan :** For 1954-55, from 1-7-1954 to 31-3-1955 the price quoted for YP locomotives was Rs. 6,54,544. For 1955-56, the price quoted for YG locomotives was Rs. 5,81,466.

**Shri Kasliwal :** Before TELCO was given permission to manufacture metre gauge engines and boilers, there was a workshop at Ajmer which was also doing the same work. After the permission was given to TELCO, the Ajmer workshop was not permitted to manufacture engines and boilers. May I know whether it is proposed to revive the Ajmer workshop for this purpose now ?

**Shri Alagesan :** The Ajmer workshop is fully taken up by repairs, maintenance etc. The capacity of that workshop is fully utilised for that purpose.

**Shri Feroze Gandhi :** May I know whether there is any agreement between the Railway Ministry and the Tata Locomotive Company with regard to the price which the Railway Ministry was supposed to pay them for the manufacture of locomotives and boilers ?

**Shri Alagesan :** There is an agreement governing the prices to be paid to TELCO. But, we have not been able to agree to the prices quoted by TELCO and the matter has been referred to the Tariff Commission.

**Shri Feroze Gandhi :** May I know whether the Tata Locomotive Company are unable to supply the Railway Minister with locomotives and boilers at the prices which they had agreed to ?