

(e) the reasons for which the Indian Railways were not given affiliation so far?

The Minister of Railways (Shri C. M. Poomacha): (a) Yes.

(b) The application for affiliation of the Indian Railways Sports Control Board with the Union Sportive Internationale des Cheminots was considered by the Board of Directors at their meeting held at Mamaia (Romania) from 9th to 13th June, 1967. The Board of Directors have unanimously supported the affiliation of the Indian Railways with the Union Sportive Internationale des Cheminots and have recommended to the General Council—the main body—for affiliation of the Indian Railways.

(c) The Indian Railways applied for affiliation during the year 1966 and their application was considered at the first meeting of the Board of Directors referred to in (b) above.

Cottage Industries

5046. Shri Shiva Chandra Jha: Will the Minister of Commerce be pleased to state:

(a) whether Government are planning to bring about technological revolution in the cottage industries;

(b) if so, the main features of the scheme; and

(c) whether any scientific improvements, (like the Ambar Charkha) are going to be made in the mode of production of the Khadi industries?

The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi): (a) and (b). It is the constant endeavour of Government to improve productivity and thereby the income of the artisan through application of the results of research especially in the field of technology. Information about such improvements in different cottage industries during the last three years is being collected and will be laid on the Table of the House.

(c) An all metal charkha with six spindles is under trial.

Trains Running Between Ambala Cantt. and Saharanpur

5047. Shri Suraj Bhan: Will the Minister of Railways be pleased to state:

(a) whether he is aware that almost all the passenger trains running between Ambala Cantt and Saharanpur are always over-crowded and the passengers have to swing on foot boards at the risk of their lives; and

(b) if so, what steps Government propose to take to improve the situation?

The Minister of Railways (Shri C. M. Poomacha): (a) and (b). Whereas some overcrowding exists, as per April 1967 census, on long distance Mail/Express trains running on Ambala-Saharanpur section, others are not fully occupied. Loads of 4 pairs of trains were augmented during 1966. Further augmentation of loads is not, at present operationally feasible due to load limitations and other operational factors.

Railway Employees Uniforms

5048. Shri Suraj Bhan. Will the Minister of Railways be pleased to state:

(a) whether he is aware that for getting the uniforms stitched for the employees, the Railway authorities pay fifty paise and seventy paise as stitching charges for a trouser and bush-shirt respectively to the contractor,

(b) whether in spite of taking measurements of the wearers, the uniforms supplied are either too loose and long or too tight and short for the wearer and thus the employees have to get the uniforms re-stitched;

(c) the steps taken to get the uniforms stitched according to the measurements of the Individual employees; and

(d) whether it is proposed to give cloth and stitching allowance to the employees to enable them to get the uniforms stitched themselves?

The Minister of Railways (Shri C. M. Poonacha): (a) No. The stitching of uniforms for the Railway employees is done mainly by Mahila Samities and Handicraft Centres and balance by trade. For giving contracts to trade, open tenders are invited and orders for the stitching of garments are placed on competitive acceptable offers. The rates vary from Railway to Railway and range between 52.75 Paise to Rs 2 00 for trousers and between 69 Paise to Rs. 2.00 for bush-shirts.

(b) and (c) Uniforms by and large are supplied to staff to the nearest standard size fixed after taking the actual measurement, except in the case of abnormal sized personnel and also those drawing pay above Rs 300 p.m. on some of the Railways who are supplied uniforms to exact sizes. The complaints regarding misfit of garments are few and defects if any, are rectified as soon as possible. In order to avoid the complaints for misfit garments are now cut in cutting factories set up on all zonal Railways except South Central Railway which has come into existence only recently.

(d) No

Choa Nala Bridge

5040. Shri Suraj Bhan: Will the Minister of Railways be pleased to state

(a) the number of casualties on the Choa Nala bridge between Dukheri and Ambala Cantt. Railway Stations during the last five years,

(b) whether here is a proposal to widen the said existing narrow bridge and thus save the lives of innocent passengers, and

(c) if not, the steps taken to get the upper triangular portion of the bridge removed so that the passengers may not in future collide with that?

The Minister of Railways (Shri C. M. Poonacha): (a) Nine.

(b) The bridge is of adequate width for the movement of trains.

(c) It is not possible to remove the upper triangular portion of the bridge without weakening the structure.

उत्तर रेलवे के प्रशासनिक/वर्कशाप विंग के क्लर्क

5050. श्री कर्पूण सिंह भसीरिया : क्या रेलवे में नए वर्कशाप विंग की कृपा कर दी जायेगी ?

(क) क्या यह सच है कि 1952 में भारतीय रेलों के पुनर्व्यवस्थापन के पश्चात् पूर्वोत्तर रेलवे के फतेहगढ़ जिले के प्रशासनिक/वर्कशाप विंग के क्लर्कों की बरिष्ठता लक्षणक बिंदु के क्लर्कों के साथ जोड़ी गई थी ?

(ख) क्या यह भी सच है कि 1954 में प्रादेश जारी किए गए थे कि बरिष्ठ क्लर्कों की पदोन्नति की जाये और उन को अधिकतम निर्धारित बोनस प्रदान किया जाये ?

(ग) यदि हाँ, तो क्या इन प्रादेशों को क्रियान्वित किया गया है ?

(घ) यदि नहीं, तो इस के क्या कारण हैं ? और

(ङ) बरिष्ठ क्लर्कों का व्यवस्थापन (सुपरमीड) करके कनिष्ठ (सुनियर) क्लर्कों की पदोन्नति की जाने के क्या कारण हैं ?

रेलवे मंत्री (श्री श्री ० पुल्ला) :

(क) जी हाँ। फतेहगढ़ के 110-180 रुपये ग्रेड के (स्थापना) क्लर्कों की बरिष्ठता लक्षणक के क्षेत्रीय कार्यालयों के 110-180 रुपये ग्रेड के (स्थापना) क्लर्कों के साथ सदा रही।

(ख) जी हाँ। 1954 में वर्कशाप क्लर्कों को बरिष्ठ क्लर्कों के रूप में पदोन्नत करने के प्रादेश जारी किये गये थे।