

HALL BAZAAR BRIDGE

220. **Shri A. N. Vidyalankar:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that various representations have been made to the Northern Railway Authorities emphasising the necessity of widening the railway bridge outside Hall Bazaar at Amritsar (Punjab);

(b) whether it is a fact that this bridge was examined by the Railway Engineers recently who had reported that this bridge has become dangerous for heavy traffic;

(c) whether Government are aware that the Hall Bazaar Bridge is the only convenient passage from the city to the opposite side of the railway lines, as two or three level-crossings generally remain blocked by the railway traffic;

(d) whether it is a fact that seven-eighth of the population of the city lives on the South of the railway line, while the Railway Station is situated on the opposite side of the railway line, which causes great inconvenience to the public; and

(e) what steps Government propose to take in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The reply is in the affirmative.

(b) The bridge will become dangerous only if overstressed. The girders are 60 years old and were not designed to carry present day heavy loads.

(c) to (e). The importance of the Hall Bazaar Road overbridge is fully appreciated. The cost of its widening and strengthening is, however, the liability of the Road Authorities and not that of the Railway, as these improvements are necessitated by the present day heavy road traffic. As soon as the Road Authorities arrange to place the necessary funds at the disposal of the Railway, steps will be taken to replace the present weak structure with a stronger one.

TRAINS BETWEEN DELHI AND TUNDLA

221. **Shri S. C. Singhal:** (a) Will the Minister of Railways be pleased to state whether two trains have been reduced between Delhi and Tundla?

(b) If so, what are the reasons for this reduction?

(c) Are Government aware that no train runs from Aligarh to Delhi after 11 A.M. till the next morning except the Mail Train which is reserved only for long distance passengers?

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The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes. Due to the diversion from 1-10-1952, of Nos. 7 Up/8 Down Toofan and 23 Up/24 Down Delhi-Lucknow Express trains via Agra and Moradabad respectively.

These diversions have been necessitated by the long-felt need for (i) the routing of one of the fast through trains between Delhi and Howrah via Agra and (ii) a convenient fast train between Delhi and Moradabad to serve both as an early morning train from Moradabad to Delhi and a late evening train from Delhi to Moradabad.

(c) After 11 A.M. from Aligarh to Delhi besides No. 1 Up Calcutta-Kalka Mail, there is another train viz., No. 81 Up Parcel Express leaving Aligarh at 17.25 hours. The distance restriction on mail train has been relaxed with effect from 1st January 1953.

KHAMMAMETH RAILWAY STATION (RAILWAY PORTERS)

222. **Shri Tushar Chatterjea:** Will the Minister of Railways be pleased to state:

(a) whether the Railway porters of Khammameth Railway Station went on strike recently;

(b) if so, how many porters were involved, for how many days did the strike last and what were the reasons for the strike; and

(c) what steps did Government take to get the dispute between the Railway porters and the Merchants' Association settled?

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

(b) and (c). Do not arise.

CASUAL LABOUR

223. **Shri Nambiar:** Will the Minister of Railways be pleased to state:

(a) the total number of casual labour employed on the Indian Railways during the year 1952-53;

(b) the reasons why they are not taken on the temporary pay rules of the respective Department even after six months of service;

(c) whether Government have received complaints about periodical break of service ordered in respect of casual labour before finishing six months of continuous service;