

Sub-Committee visited Tripura in October 1958

(b) Yes

(c) The report of the mam Committee, which will cover the recommendations of the Sub-Committee, is expected by March, 1959

Class IV Railway Employees

129 Shri Daljit Singh: Will the Minister of Railways be pleased to state

(a) the total number of Class IV employees appointed by the Northern Railway in the year 1958-59 so far, and

(b) the number of employees among them belonging to Scheduled Castes and Scheduled Tribes?

The Deputy Minister of Railways (Shri Shahnawaz Khan) (a) 5,670

(b) Scheduled Castes 1,729

(There is no reservation for Scheduled Tribes on the Northern Railway)

Purulia-Muri Railway

130 Shri Halder: Will the Minister of Railways be pleased to state

(a) whether Government have decided to abolish Purulia-Muri Railway and shift Purulia loco-carriage shed to Ranchi

(b) whether Government at the outset planned to change the metre gauge lines into broad gauge of this area and establish a Central factory at Purulia and

(c) if so the reasons for the change of decision?

The Deputy Minister of Railways (Shri S. V. Ramaswamy) (a) The loco shed at Purulia is being shifted to Ranchi as the Ranchi-Lohardaga Section of the Narrow Gauge is not likely to be replaced for a long time to come in the same way as the remaining section of the existing Narrow Gauge is being replaced by the

Chandrapura-Muri-Ranchi Broad Gauge now under construction

(b) No Sir

(c) Does not arise

Trains between Gadag and Guntakal Stations

131 { Shri Agadi:
Shri Siddanajappa:

Will the Minister of Railways be pleased to state.

(a) whether a public agitation has been going on since last ten years to reduce the gap of fourteen hours during which no trains are run between Gadag and Guntakal on Southern Railway in either directions and

(b) if so what action has been taken?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Representations have been received from time to time for the introduction of an additional train each way between Gadag and Guntakal or between Gadag and Dronachallam, the train from Guntakal leaving at about 7 00 hours and reaching Gadag at about 13 00 and in the reverse direction leaving Gadag at about 14 00 hours and reaching Guntakal at about 20 00 hours

(b) Owing to the movement of ore traffic from the Bellary-Hospet area to Madras, Bombay, Cuddalore and other ports, no spare line capacity is at present available, particularly between Guntakal and Hospet, for running an additional passenger train on the Gadag-Guntakal section apart from the fact that the requisite resources by way of coaching stock and power are also not available. Action is being taken to provide additional facilities for increasing the capacity for movement of export ore for which there is immediate demand. In the circumstances, prospects for introducing any additional passenger trains on the Gadag-Guntakal section, in the near future, are not bright