

1	2	3	4	5
6.	Thapar	71.90	98.80	103.30
7.	Sahu Jain	67.69	58.75	79.68
8.	Bird Chambers	60.10	68.62	78.62
9.	J. K. Singhania	59.20	66.84	78.75
10.	Surajmull Nagarmaull	57.37	95.62	107.34
11.	Dalchand	55.17	81.11	86.24
12.	Shri Ram	54.68	74.13	107.41
13.	Scindia	46.96	55.98	65.44
14.	Goenka	46.95	65.34	64.55

**Memorandum given by National Federation of Railways Porters and Vendors**

6720. DR. RANEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether a delegation of the National Federation of Railways Porters and Vendors met the Prime Minister during the last week of June and submitted a memorandum ;

(b) if so, what were their demands ; and

(c) the decision of Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

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

**Effect of non-availability of Railway Wagons on the movement of Cement C. I. Sheets and other Building Materials towards Eastern Zone**

6721. SHRI N. TOMBI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the attention of the Government of India has been drawn to the extremely meagre movement of cement, C. I. sheets and other building materials towards the eastern zone comprising Assam, Nagaland,

Manipur, NEFA and Tripura owing to non-availability of adequate number of railway wagons ; and

(b) if so, the steps being taken to provide more wagons to these areas ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Some complaints were received regarding inadequate movement of cement and other building materials to the States in Eastern zone referred to. The movement to the States of Assam, Nagaland, Manipur, NEFA and Tripura from Broad Gauge takes place mostly *via* Farakka and the movement had been considerably hampered during the course of this year not due to non-availability of wagons but due to restrictions that had to be imposed on movement *via* this route on account of strikes, bundhs and other anti-social activities affecting the operation in the Eastern part of the country and extremely unfavourable riverine conditions affecting ferry crossing at Farakka due to narrowing down of the channels with the progress in the construction of Farakka barrage and frequent necessity to shift the shore girders during the monsoon period.

Movement of cement and other building materials by the route *via* Farakka and also by the metre gauge route over North Eastern Railway was further affected as the bulk c