

ween Ratlam and Mandal and vice versa on Ajmer-Khandwa Section of the Western Railway since January, 1962;

(b) if so, what is the speed limit of passenger and goods trains respectively;

(c) whether this restriction is due to out-datedness of wooden sleepers on the line;

(d) if so, what is the reason for non-replacement of the same in time;

(e) what is the total extra daily consumption of coal on all trains running between these stations both in weight and cost in rupees, caused by these restrictions;

(f) what are the daily extra-hours of the staff lost due to this restriction;

(g) what is the time-limit fixed for this restriction;

(h) what will be the cost of sleepers required for replacement between Ratlam and Mandal; and

(i) when this replacement will take place and be completed?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Yes, Sir.

(b) The speed limit for passenger and goods trains is 25 M.P.H. (section speed is 35 M.P.H.), but the normal speed for Metre gauge goods trains is only about 25 M.P.H.

(c) The restriction has to be imposed due to high percentage of un-serviceable sleepers in the track.

(d) Acute shortage of Metre Gauge wooden sleepers during 1961-62.

(e) Approximately 940 lbs. of coal costing Rs. 25.

(f) The aggregate loss of time for all trains is $7\frac{1}{2}$ hours per day.

(g) The portion of track between Mandal and Chitorgarh is programmed to be renewed completely during this year. For the balance portion casual

renewal of wooden sleepers will be done as soon as released materials from the above are available. If materials from the above are available. If materials are received as expected restriction may be removed early in 1963.

(h) Rs. 26.00 lakhs approximately.

(i) Will depend on the receipt of supplies and it is too early to indicate the target date.

Supply of Uniforms to Railway Employees

2299. Shri K. R. Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that commercial staff of the railways such as Goods Clerks, Booking Clerks, and Coaching Clerks get their regular railway uniform on the North Eastern Railway but such uniforms are not given to staff of the same categories on any other Railways in the country;

(b) if so, the reasons for this discrimination; and

(c) whether there is a proposal to bring the staff of other Railways at par with their counterparts on the North Eastern Railway; and

(d) if so, when?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Yes Sir, but on some other Railways also this category of staff are supplied uniforms.

(b) Each Railway has its own Dress Regulations for the supply of uniforms to staff which is in force since a long time.

(c) and (d). Report of Railway Uniforms Committee which was appointed by the Railway Ministry to lay down a uniform policy in regard to supply of uniforms to Railway staff on an All India basis is under consideration.