

tum of goods traffic on railway during recent months;

(b) if so, what steps were taken for achieving the result; and

(c) whether there has been difference in cost per ton-mile traffic of goods in that process?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes. The railways have loaded increased quantum of goods traffic in recent months.

(b) Apart from provision of additional rolling stock, efforts were continued to ensure their intensive uses.

(c) This information is compiled once in a year and as such it is not known yet whether the cost per ton-mile has changed in recent months.

Retrenchment of Signal and Tele-Com-Casual Staff

2098, **Shri A. K. Gopalan:** Will the Minister of Railways be pleased to state:

(a) when the electrification of the Howrah-Moghalsarai Section, Kharagpur-Rourkela Section and Asansol-Durgapur Section will be completed;

(b) whether it is a fact that it is the Government's intention to retrench the Signal and Tele-Com-Casual staff working on the above Sections on the completion of the work;

(c) if so, whether Government have any proposal for providing alternative employment for this staff;

(d) whether it is a fact that new staff is being recruited for the work of electrification of Group 6 (Ex-crossing Cabin Moghalsarai to Allahabad) and Groups 9 and 10 (Sealdah and Kharagpur); and

(e) if so, whether Government intends to give preference to the casual staff retrenched from the sections where work has already been completed?

1694 (A) LS-3.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Section Howrah-Bandel-Burdwan (via main line) has already been electrified on 3000V DC system. The section Durgapur-Asansol-Moghalsarai is also electrified on 25 KV AC system. Electrification of the remaining portion i.e. Burdwan-Durgapur is expected to be completed by December, 1964.

On Section Kharagpur-Rourkela, the portion Tatanagar-Rourkela has already been electrified and the remaining portion Kharagpur-Tatanagar is expected to be completed by the end of 1962.

(b) and (c). Skilled and highly skilled casual staff engaged by the Signal and Telecom. branch are generally not retrenched. They are transferred from one section to another as work necessitates. On completion of work in each section, services of the unskilled staff, who are recruited locally from the neighbouring villages, are dispensed with. However, those willing to move to other sections are given employment elsewhere as far as possible. This is according to the usual procedure of dealing with casual labour on projects.

(d) and (e). For electrification of Moghalsarai-Allahabad section and Sealdah Division, skilled and highly skilled staff are recruited to the extent necessary, after filling up the vacancies by transfer of similar staff from completed sections. The unskilled casual staff are being recruited locally but preference is given to staff who have come from completed sections.

Token Strike by Port Workers, Calcutta

2099. { **Dr. P. N. Khan;**
Shri Subodh Hansda;
Shri S. C. Samanta;

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that there was a token strike for one day on the

20th June, 1962 by the Port Workers of Calcutta;

(b) if so, what was the reason for this strike;

(c) whether this strike had any link with the last marine strike;

(d) whether it affected the loading and unloading at the Port; and

(e) if so, how the situation was tackled on that day?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (e). There was a token strike by certain sections of the marine staff of the Calcutta Port Commissioners from 10:00 hours to 18:00 hours on the 20th June, 1962. The loading and unloading of ships were not affected. Shipping movements were, however, affected, resulting in delay to the movement of five ships.

No official notice of the strike had been given by the workers or their unions. It is, however, understood that the strike was called by the Calcutta Port Shramik Union, one of the recognised Unions, in support of the demand of the workers for weightage for night duty.

If the reference to the last marine strike in part (c) of the question is to the stoppage of work by the Hooghly Pilots during May 1962, the token strike on the 20th June, 1962 was not in any way connected with it.

Government's decisions on the question of granting weightage to port employees for night duty are indicated in the answer given on the 7th August, 1962 in the Lok Sabha in reply to Unstarred Question No. 106.

औद्योगिक उत्पादन

२१००. श्री म० ला० द्विवेदी : क्या सिन्धु और बिछत मंत्री यह बताने की कृपा करेंगे कि औद्योगिक उत्पादन बढ़ाने में बिजली की कमी की जो बाधा पड़ रही है वह कब तक दूर हो जाने की आशा है तथा इसके लिए सरकार ने पिछले ६ महीनों में क्या प्रयत्न

किया ?

सिन्धु और बिछत मंत्रालय में राज्य-मंत्री (श्री अल्लशेन) : विदेशी मुद्रा की कठिनाइयों और कुछ बड़ी परियोजनाओं के पूरा न होने की वजह से द्वितीय योजना के लक्ष्यों की पूर्ति में कमी के परिणामस्वरूप ही देश में वर्तमान बिजली की कमी है। तृतीय योजना को स्कीमों को शीघ्रता से कार्यान्वित कर के विद्युत् की कमी को कम करने के लिए कदम उठाए जा रहे हैं। केन्द्रीय सरकार के तीन उच्च स्तरीय अधिकारियों की एक टीम ने, उन दिक्कतों का पता लगाने के लिये जिनके कारण परियोजनाओं के निर्माण कार्य की प्रगति में ढकावट पड़ रही है, सब राज्यों का दौरा किया। इस टीम द्वारा बताई गई दिक्कतों को हटाने के लिए कार्यवाही की जा रही है। समय समय पर परियोजनाओं की प्रगति का देखने के लिये, प्लांट तथा साज सामान के आयात के लिये विदेशी मुद्रा को जल्दी दिलाने के लिये और आयात पत्रों को जल्दी हासिल करने के लिये केन्द्रीय जल तथा विद्युत् आयोग में एक 'सल' बनाया गया है और मंत्रालय में भी एक उच्च स्तरीय पूर्णकालिक अधिकारी की नियुक्ति की जा रही है। योजनाओं का शीघ्र पूरा करने के लिये कायला, सिमेंट, स्टील इत्यादि की मांगों को पूरा करने की तरफ भी विशेष ध्यान दिया जा रहा है।

तृतीय योजना की लगभग सब परियोजनाएँ विविध विदेशी सहायताओं से सम्बद्ध की जा चुकी हैं। निर्विलम्ब क्षेत्रीय मांगों को पूरा करने के लिये कुछ और स्कीमों की स्वीकृति, जो कि तृतीय योजना में सम्मिलित हैं स्कीमों के अतिरिक्त हांगी, दे दी है। ये स्कीमों इस प्रकार हैं :—

(१) गैस टरबाइन प्लांटस :	
आंध्र प्रदेश के लिये	२ × १०
	एम डब्ल्यू
मैसूर के लिये	२ × १०
	एम डब्ल्यू