

(d) Apart from a number of items that are being taken up for manufacture in the Works itself according to a phased programme, steps have also been taken to locate and develop indigenous capacity for the manufacture of a number of items both in private and public sector undertakings and in many cases educational orders have also been placed.

Import of Newsprint

2344. **Shrimati Savitri Nigam:**
Shri H. C. Linga Reddy:

Will the Minister of **Commerce** be pleased to state:

(a) whether it is a fact that under the new agreement with Japan, Government propose to import more newsprint which could be supplied at a cheaper price to the consumers; and

(b) if so, the details of the agreement?

The Minister of Commerce (Shri Manubhai Shah): (a) No, Sir.

(b) Does not arise.

Representation from Licensed Porters/Labourers Sahayak Samiti Ltd.

2345. **Shri Lakhan Das:**
Shri Madhu Limaye:

Will the Minister of **Railways** be pleased to state:

(a) whether the General Manager, Eastern Railway has received any new representation from the **Kiul Junction Licenced Porters/Labourers Sahayak Samiti, Ltd.** for handling the parcel contract;

(b) if so, when does the Railway Administration intend to award the parcel handling contract to the above named **Co-operative Society**; and

(c) the reasons for the delay in giving this contract to the above **Cooperative Society**?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Yes.

(b) and (c). The financial and other aspects of the Society's request are

under examination and a decision will be taken as early as possible.

Railway Employees at Kiul

2346. **Shri Lakhan Das:**
Shri Madhu Limaye:

Will the Minister of **Railways** be pleased to state:

(a) whether the Railway Administration is aware of the new difficulties which the Railway employees at Kiul and such other technically non-urban areas are facing due to lack of adequate foodgrain supplies to fair price shops in these areas; and

(b) if so, the steps taken to mitigate their hardships?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):

(a) Yes.

(b) Bihar State Government Authorities have been contacted by the Eastern Railway Administration at the highest level who have assured better supply.

Increase in Transshipment Capacity at various Points North|South of Ganga in Bihar and West Bengal

2347. **Shri Lakhan Das:**
Shri Madhu Limaye:

Will the Minister of **Railways** be pleased to state:

(a) whether Government have carried out any study of the transshipment problems at **Barauni, Bhagalpur, Garahara, Farakka and Monghyr**;

(b) whether there is a proposal to develop **Samastipur** as a Metre Gauge transshipment point for traffic flowing towards the North-West, and expand and allocate the **Barauni** capacity for traffic flowing towards the North-East; and

(c) if not, what other alternative schemes are being evolved to increase the transshipment capacity at various **Points North/South of Ganga in Bihar**

and West Bengal in order to handle the increased traffic resulting from the Partition of Bengal and disruption of communications with Assam?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) Special study of the Operating problems at the transshipment points at Garhara/Barauni has been undertaken. At Bhagalpur, Farakka and Monghyr, no such special study has been made but the operating problems at these points are tackled as these arise, by the officers responsible on a day to day basis.

(b) Samastipur has been developed as a transshipment point to cater for the transshipment of all loco coal to the extent of 200 broad gauge four-wheeler wagons per month, which were previously handled at Garhara, thus releasing corresponding capacity there for public coal. There is no proposal to develop Samastipur further to cater for public traffic for the North-west region.

(c) To cope with the traffic problems resulting from partition of Bengal, capacities at the various transshipment points handling traffic to North Bihar/Bengal and Assam have been increased considerably. The present capacities of the transshipment points as compared to what these were before partition are shown below:—

	Capacity before partition	Existing capacity
1. Garhara (Mokamehghat before partition)	100	405
2. Bhagalpur	8	80
*3. Monghyr	8	15
	(from 3-11-56)	
4. Sakrighat	16	22

*Opened on 3rd November, 1954.

Monghyrghat which is worked by a private contractor has a capacity of 15 wagons and Sakrighat of 22 wagons. But the points are under-utilised due to the fact that traffic offering has been poor. The movement

capacity for destinations North of Ganga in West Bengal and Assam has also been considerably augmented with the opening of Farakka/Khejuriaghat ferry system. Initially, when opened in August, 1960, the capacity was 54 broad gauge wagons which has been gradually increased to the present capacity of 400.

The capacities available at these points/routes have been found to be generally adequate to deal with the existing traffic offering. Difficulties in clearance of the traffic to Assam, beyond Bongaigaon have eased with the gradual increase of the combined capacities at New Jalpaiguri and New Bongaigaon transshipment points from the initial figure of 100 broad gauge wagons to 150 broad gauge wagons now. Arrangements have also been made to handle another 25 broad gauge wagons at Jogighopa over rail-cum-river route arranged with the River Steam Navigation Company and 10 at New Bongaigaon over rail-cum-road route through Central Road Transport Corporation.

In view of the through rail link expected to be established between the Eastern and Northeast Frontier Railway systems on completion of the Farakka Barrage project, augmentation of Katihar transshipment point now under consideration, and the measures to ease movements to Assam mentioned above, adequate transport capacity is expected to be created for serving North Bengal and Assam.

Reductions in various Departments of Railways

2548. Shri Rajdeo Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that it has been decided to effect an over-all 10 per cent cut in the annual expenditure on Railways by reducing the strength of officers and staff in the various departments;

(b) if so, the number of the officers as compared to other staff being so reduced according to this measure; and