

number of Scheduled Caste candidates forthcoming, a special Employment Notice was issued and only Scheduled Castes' applications were invited to this, and the result of such procedure was very encouraging. And this year also they have repeated it.

Shri Ganpati Ram: May I know whether it is a fact that a new Secretary has been appointed in the Bombay Railway Service Commission? If so, what is his name and qualification?

Mr. Speaker: I think it is going too much into details.

Shri Barman: Was there any representation to the hon. Minister to include in any of the Railway Service Commissions any Scheduled Caste and Backward Class Member, and if so, what is the decision?

Shri Alagesan: I may say for the information of the hon. Member and the House that a Scheduled Caste gentleman has been appointed as a Member of the Railway Service Commission at Calcutta, and another gentleman belonging to the Backward Classes has been appointed to the Railway Service Commission at Madras.

Shri Bhagwat Jha: May I know.....

Mr. Speaker: We will go to the next question.

SCHEDULED CASTE REPRESENTATION IN RAILWAY SERVICES

*720. **Shri Nanadas:** Will the Minister of Railways be pleased to refer to his speech made in the House on the 27th February, 1953 and state the steps taken since then to increase the representation of the scheduled castes in the Railway Services?

The Deputy Minister of Railways and Transport (Shri Alagesan): The Railways have continued to follow all the orders issued by the Ministry of Home Affairs in respect of Scheduled Castes and Tribes in the services. The orders issued by the Home Ministry during the last year

are set out in that Ministry's Report for 1952-53 and in the Report of the Commissioner for Scheduled Castes and Scheduled Tribes for 1952 copies of which are in the Library of the House. The Railway Ministry have also taken certain special steps to increase the representation of Scheduled Castes in the Railway Services. The Railway Service Commissions who conduct recruitment to the non-gazetted categories have been directed to take as many Scheduled Caste candidates as possible. Posts reserved for Scheduled Castes but not filled were re-advertised and only Scheduled Caste candidates were called for interview. This has produced encouraging results.

Shri Nanadas: May I know, Sir, the results that flowed from these steps during the last year?

Shri Alagesan: Yes, Sir. I said all that in reply to supplementaries to the previous question.

Shri Nanadas: The Minister said that he has taken some special steps to give representation to the Scheduled Castes. I wanted to know the results that flowed from the special steps taken by the Ministry?

Shri Alagesan: I gave the figure just now.

Mr. Speaker: He wants to know the figure.

Shri Alagesan: I gave it.

Shri Muniswamy: May I know, Sir, whether, in making these appointments, any consideration is shown to the sons of Railway employees?

Shri Alagesan: It has been answered previously also on the floor of the House. The Constitution makes it impossible for any consideration being shown to sons of Railway employees.

Shri Raghavaiah: Will the Minister please let me know whether, as between Scheduled Castes candidates and others, there is any difference in the percentage of marks that is expected to be got?

Shri Alagesan: No separate standards are being laid down.

Shri Ganpati Ram rose—

Mr. Speaker: Next question.

AUTOMATISATION OF CALCUTTA EXCHANGE

*721. **Shri B. K. Das:** Will the Minister of Communications be pleased to state:

(a) what reduction in the staff in the telephone system of Calcutta has been effected on account of its automatization; and

(b) how many of them have been provided with alternative employment?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) There has been no reduction in the permanent or temporary staff in the Calcutta Telephone System. However 287 daily-rated mazdoors and 35 wiremen employed on miscellaneous short-term pieces of work have been discharged on the completion of the work for which they were engaged.

(b) 60 daily-rated mazdoors have been re-employed.

Shri B. K. Das: May I know the nature of the employment they have obtained?

Shri Raj Bahadur: The same as that on which they were employed previously.

Shri T. B. Vittal Rao: May I know, Sir, if it is a fact that the clerical staff and monthly-rated staff have been discharged?

Shri Raj Bahadur: I refer the hon. Member to the answer that I have given to the question.

Shri T. B. Vittal Rao: Your answer.....

Mr. Speaker: He should not speak to the Minister.

Shri T. B. Vittal Rao: His answer was that some daily-rated people have been discharged. but clerical staff

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working in that branch have also been discharged.

Shri Raj Bahadur: I may repeat for the Member's advantage that so far as the regular staff is concerned, whether permanent or temporary, there has been no reduction whatsoever, but during the installation of the automatic equipment in stage one some people were employed as part-time workers on specified miscellaneous pieces of work. As soon as that work was finished, those people have been discharged because they were no longer required.

WAGON SHORTAGE

*722. **Shri Bhagwat Jha:** (a) Will the Minister of Railways be pleased to state whether it is a fact that since September 1953, the shortage of wagons has increased?

(b) Is it a fact that the Jute Mills at Kanpur were closed down because they could not get proper transit facilities?

(c) Is it also a fact that thousands of maunds of jute purchased in Bihar and Assam could not reach Kanpur due to wagon shortage?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No. There has been a progressive improvement in loading since October, 1953.

(b) No. It was not the lack of proper transport facilities for jute for these Jute Mills but the failure on their part to register in time sufficient number of indents for wagons at the despatching stations which resulted in less movement of jute to them than would have been the case otherwise.

(c) No. During the months of August, September, and up to 10-10-1953, as many as 129 wagons had been loaded with jute from stations in Katihar Railway District and 98 wagons from stations in Alipur Duar for Kanpur and there were outstanding registrations for 102 wagons on Katihar District and 5