

Changing the time of Departure of Neelachal Express

5446. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any demand from the people of Orissa to change the time of departure of Neelachal Express from Puri before 8 A.M. instead of 11 A.M. at present;

(b) if so, the Government's decision on the demand; and

(c) the time when this change will be given effect to?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes.

(b) and (c). The schedule of Tri-weekly 173/174 Neelachal Express was framed keeping in view the various factors like availability of path enroute including the busy Grand Chord section of Eastern Railway, platform facilities at the terminals as well as at stations enroute etc. Change in their present schedule, as desired, is operationally not feasible.

Demands of D.G.M.S. Non-gazetted Employees' Association

5447. SHRI A. K. ROY: Will the Minister of LABOUR be pleased to state:

(a) whether it is a fact that D.G.M.S. Non-gazetted Employees' Association had decided to boycott the Departmental Council meeting with the Management fixed on June 30, 1980 considering the same as mere an eye wash;

(b) if so, the details of their grievances particularly stagnation issue discussed in the last meetings since 1976; and

(c) the action taken or proposed to be taken by the Ministry to make the Departmental Council useful to redress the grievances of staff for harmonious industrial relation?

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRI T. ANJIAH): (a) The Association did not participate in the meeting of the Departmental Council of the Ministry of Labour held on 10-7-1980 on the plea that no conclusive decision had been arrived at in respect of the agenda submitted by them earlier.

(b) Since 1977 six meetings of the Departmental Council have been held. The grievances mainly relating to the issue of stagnation raised by the Association and discussed in those meeting are indicated in the statement.

(c) Every effort is made to discuss and settle the points raised by the staff in the Departmental Council in accordance with the JCM Scheme.

Statement

1. Lack of promotional avenues in the D.G.M.S.

2. Stoppage of direct recruitment to non-gazetted posts.

3. Upgradation of Junior Gestetner Operator.

4. Provision of Government accommodation for all Group 'C' and 'D' employees.

5. Discriminatory treatment to the staff members of D.G.M.S. residing in Bhuli Township by Coal Mines Welfare Organisation.

6. Restoration of Coal-field Allowance to the Central Government employees posted in coal-field areas due to high price index.

7. Proportionate promotional avenues of the staff in D.G.M.S. consequent upon implementation of restructured set up of the D.G.M.S. which has benefitted officers only.

8. Implementation of Government orders regarding creation of selection grade posts from among the posts of Stenographer Grade II and conversion of Stenographer Grade II into Stenographer Grade I.

9. Conversion of 50 per cent posts of Lower Division Clerks to those of Upper Division Clerks.

10. Conversion of at least 25 per cent posts of U.D.Cs. to posts of Senior Assistant (Technical).

11. Sanction of hazardous allowance to Surveyors, Draftsman Surveyor, Sampler and Chairman.

12. Revision of pay scale of Surveyor, Chairman.

13. Introduction of the U.D.C. and L.D.C. ratio in line with other Government Departments like Employees' Provident Fund Organisation.

Change of Halts into Stations

5448. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the income expenditure relation over the functioning of the Tekfar, Muraisha, Korahia, Lalit Lakshmiipur and Ugera halts under Samastipur Division of the N.E. Railway;

(b) whether it is proposed to change these halts into regular stations;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Lalit Lakshmiipur and Ugera halt stations incurred losses of Rs. 13,126 and Rs. 10,253 respectively and Tektar, Muraisha and Korahia stations worked on gain of Rs. 8,332, Rs. 5,309 and Rs. 2,210 respectively in the last financial year 1979-80.

(b) No.

(c) Does not arise.

(d) Halt stations are upgraded into departmentally managed flag stations provided there is sufficient traffic and the conversion is financially justified. A proposal to upgrade Tektar halt

was examined but not found justified. There is no such proposal at present for other halt stations.

कलोल और अहमदाबाद के बीच गाड़ियों का देरी से चलना

5449. श्री मोतीबाई शार० चौधरी : कृपा रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पिछले दो माह के दौरान कलोल और अहमदाबाद के बीच अधिकांश रेलगाड़ियां देर से चलती रही हैं और उसके फलस्वरूप उस लाइन पर चलने वाले मजदूर यात्रियों को अपनी मजदूरी का नुकसान उठाना पड़ रहा है ; और

(ख) यदि हां, तो सरकार ने यह सुनिश्चित करने के लिए क्या कदम उठाए हैं कि वहां गाड़ियां समय पर चले ?

रेल मंत्रालय में उपमंत्री (श्री मैल्लिकारजुन) : (क) और (ख) कलोल और अहमदाबाद के बीच चलने वाली गाड़ियों का समय पालन मई और जून में क्रमशः 84 प्रतिशत और 81 प्रतिशत था। दैनिक यात्रियों के लिए चलने वाली गाड़ियों के समय पालन पर दिन प्रतिदिन के आधार पर निगाह रखी जा रही है और गाड़ी के परिहार्य रूप से रुके रहने के सभी मामलों में कार्रवाई की जाती है

Framing of Rules for Railway Employees

5450. SHRIMATI SUSEELA GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry frame rules regarding service conditions of its employees, to the whole of Indian Railways or the Railway Zones/Divisions separately;