

goods wagons at Behariganj, North Eastern Railway Station in the District of Saharsa (Bihar), the traders could not despatch jute to Calcutta since last two months, with the result that their entire contracts for supply to jute were cancelled;

(b) whether their advance and timely registration for supply of wagons were not taken note of; and

(c) if so, what steps are being taken to prevent the recurrence of such incidents?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) :** (a) and (b). Movement of jute from Behariganj had been satisfactory up to March 1971. 466 wagons were loaded during January to March 1971 and only 34 demands were outstanding at the end of March. There was also heavy cancellation of indents. Large number of registrations were made in April 1971, but the same could not be cleared expeditiously due to suspension of movement via Garhara/Barauni from 27-3-71 to 26-4-71 due to illegal strike of railway staff and the aftermath thereof in May. During the period 1st April to 10th June 1971, 120 wagons were loaded from this station.

(c) Arrangements are being made to clear the on hand registrations promptly keeping in view the movement possible on Eastern Rly. under the existing operational difficulties due to unsatisfactory law and order position.

**Late running of trains between Mansi Jn. and Katihar Jn. via Saharsa and Purnea.**

2799. **SHRI R. P. YADAV :** Will the Minister of RAILWAYS be pleased to state :

(a) whether almost all the trains running between Mansi Jn. and Katihar Jn. via Saharsa and Purnea are generally very late and passengers have to suffer very much on this account; and

(b) if so, the steps being taken to prevent the late running of trains in that side of North Eastern Railway?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) :** (a) No. Only four of the 18 trains viz., 401 Up, 412 Dn, 413 Up and 422 Dn. of Mansi-Saharsa-Banmankhi-Purnea-Katihar section run generally late due

to heavy alarm chain pulling. Punctuality of other trains is about 80%.

(b) To arrest alarm chain pulling special checks are arranged and educative propaganda also undertaken.

**Transfer Policy for Station Master and Assistant Station Master in Delhi Division (Northern Railway)**

2801. **SHRI RAJDEO SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Divisional Superintendent, Northern Railway, Delhi has adopted a new transfer policy for Station Masters and Assistant Station Masters since last year;

(b) whether this new policy of transfer has been opposed by a very large section of the above categories of Railway employees rights of seniority are ignored; and

(c) if so, the reaction of the Government in this matter?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) :** (a) The system of periodical transfers of Railway servants coming in contact with the public, has been held in abeyance since 1968. Similarly the system of transfers for adjustments of staff according to classification of stations based on their traffic importance, which was in vogue on some Railways including the Northern Railway, has also been held over for so long as the orders banning the periodical transfers are in force.

(b) and (c). There has been some representations against the above change in the system. But there is no proposal at present to restore the old system. A review of the present arrangements is, however, made periodically.

**गढ़वाल में गौनीबेरा बांध**

2802. **श्री प्रताप सिंह नेगी :** क्या सिंचाई और बिजुल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या गढ़वाल में बांध का निर्माण करने का कोई प्रस्ताव था जिससे कि पौड़ी,