

is laid on the Table of the House.
[Placed in Library. See No. LT—883/68.]

(b) No ; however, in certain categories, staff have to wait for some years for confirmation due to non-availability of permanent vacancies.

'C' Grade Guards on Western Railway

7289. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that scope for promotion for 'C' grade Guards in the Kota-Ratlam-Jaipur-Ajmer Division, is very much limited as compared with the scope for promotion of 'C' grade Guards in the Bombay-Baroda-Bhavnagar, Rajkot Division ;

(b) whether it is also a fact that the number of 'B' grade Guards is very high in the Bombay-Baroda, Rajkot-Bhavnagar Division because of higher passenger traffic there ;

(c) whether it is further a fact that prior to the 21st April, 1965, seniority of 'C' grade Guards in the Western Railway was counted on the basis of region thereby eliminating inequalities between the 'C' grade Guards in the Kota-Ratlam-Jaipur-Ajmer Division and Bombay-Baroda-Bhavnagar-Rajasthan Division ; and

(d) if so, the steps taken to see that promotion of 'C' grade Guards in the Kota-Ratlam-Jaipur-Ajmer Division takes place on the basis of old system prior to the 21st April, 1965 to equalise same opportunities to all ?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA) : (a) and (b). Yes.

(c) and (d). Prior to 21.4.1965, the four Metre Gauge Divisions—Ajmer, Jaipur, Rajkot and Bhavnagar formed one unit and the four Broad gauge Divisions—Bombay, Baroda, Ratlam and Kota another unit, for the purpose of promotion of Guards, grade 'C' to posts of Guards, grade 'B'. Thereafter, each Division has been made a self-contained unit of promotion as a result of a representation of the Staff Council and in consultation with Labour Unions,

Overbridge at Railway Crossing near Kulti Railway Station

7290. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is no Railway overbridge at the railway crossing near the Kulti Station (Eastern Railway) causing great inconvenience to the public of Kulti and resulting in frequent accidents; and

(b) if so, the steps taken in the matter ?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA) : (a) Yes ; but the Railways having suitably modified the shunting operations, the spate of detentions to road traffic at the level crossing at Kulti Station has been considerably reduced. During the years 1966 and 1967, two accidents causing loss of 2 human lives had taken place at this level crossing.

(b) Under the extant rules, Proposals for construction of road over/under bridges in replacement of busy level crossings are required to be sponsored by the State Government indicating the relevant priority and the year in which they would be able to provide funds towards Road authority's share of the cost of the work, as required under the extant rules.

There is no firm proposal from the Government of West Bengal for the construction of a road overbridge in replacement of the existing level crossing near Kulti Railway Station.

Payments to Asansol Municipality by Eastern Railway

7291. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that although the Eastern Railway are required to pay Rs. 30 lakhs annually to the Asansol Municipality, they pay only Rs. 1 lakh per annum ;

(b) whether it is a fact that the Eastern Railway is not at present paying the 2 per cent Education Cess payable to the Asansol Municipality under Urban Primary Education Act, 1963 ;

(c) if the replies to parts (a) and (b) above be in the affirmative, the reasons therefor ; and