

“क्रासबॉर्ड इन्स्पैक्शन”, “कन्टीन्यूइटी बॉर्ड इन्स्पैक्शन”, “स्पार्क गैप इन्स्पैक्शन” आदि न होना और समुचित रख-रखाव का अभाव है;

(ग) यदि हां, तो इस प्रकार की भारी हानि को रोकने के लिये क्या कदम उठाये जा रहे हैं ;

(घ) क्या यह भी सच है कि रख-रखाव कर्मचारियों की संख्या अपर्याप्त है ; अगर

(ङ) यदि हां, तो प्रशिक्षित कर्मचारियों की संख्या बढ़ाने के लिये क्या कदम उठाये गये हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) जी नहीं ।

(ख) और (ग) प्रश्न नहीं उठता ।

(घ) जी नहीं ।

(ङ) प्रश्न नहीं उठता ।

### Railway Employees attending Southern Railway Headquarters

9391. SHRI A. G. SUBBURAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of employees from various Divisions of the Southern Railway attend headquarters and other offices at Madras on duty daily;

(b) whether there are any facilities provided for their lodging and to safeguard the important records they bring for discussion in Headquarters office;

(c) whether it is a fact that the existing upper-subordinate rest house at Madras Egmore is insufficient to cater the needs of such staff on duty and there are no lockers to secure Government records; and

(d) whether there is any proposal to construct higher capacitated rest

houses at Madras|Egmore in place of the existing one with locker facilities?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes; employees come to Headquarters on duty whenever occasion demands.

(b) The following facilities exist at Madras:

(i) Rest House with 8 beds (Dormitory type) for subordinates at Madras.

(ii) Rest House for subordinates at Madras|Egmore with 10 beds (Dormitory type).

(iii) Rest House for subordinates at Madras|Egmore with 10 beds (Dormitory type) maintained by Construction Organisation.

No lockers for keeping documents|files have been provided in these rest houses.

(c) and (d) With a view to augmenting the accommodation for subordinates another Rest House for subordinate with 24 beds at Madras|Egmore has been sanctioned and the work is being taken in hand. Lockers|cupboards for keeping documents|files would be provided in this Rest House.

### Surplus materials

9392. SHRI A. G. SUBBURAMAN: Will the Ministry of RAILWAYS be pleased to state:

(a) whether it is a fact that there are large number of Surplus engineering materials lying in open without any use;

(b) whether prompt action is taken in Divisional and Zonal levels for the disposal of such surplus materials through auctions;

(c) if so, the total number of auction during 1980-81;

(d) the approximate quantity and the sale value of such of the surplus engineering materials awaiting sales in Southern Railway; and

(e) what action is proposed to be taken to dispose of the same to avoid deterioration of materials and loss of revenue due to belated auctions?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No.

(b) Stores which are either un-serviceable or are surplus to the Railways own requirements are disposed off promptly through auction sale conducted at regular intervals after complying with the procedures for survey and sales.

(c) The total number of auctions held on Indian Railways during 1980-81 is 392.

(d) On Southern Railway about 1139 M/Ts of engineering materials valued at approximately Rs. 0.25 crores are available for sale.

(e) Due to regular auctions of scrap materials on the Railways the accumulation of scrap is not allowed to be large. This system is working satisfactorily. A constant watch is kept on disposal of the scrap.

#### Payment of O.T. Allowance to Traffic Staff in Madurai Division

9393. SHRI A. G. SUBBURAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount of over-time allowance paid to the Traffic staff in Madurai Division during 1980-81;

(b) the reasons for the payment of huge amount of over-time allowance;

(c) whether it is a fact that heavy payment of overtime allowance is involved in the uneconomic branch lines in Madurai Division viz., Madurai-Bodinayakanur section and Tiruchendur-Tirunelveli section;

(d) if so, how far it is justified;

(e) what action is proposed to be taken to curb this expenditure; and

(f) whether it is not unsafe to regularly engage the staff on over-time basis since they are engaged in train passing duties?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Rs. 16,76,611.00.

(b) Payment of overtime had to be made due to leave and sick contingencies being in excess of standard provision.

(c) No.

(d) Does not arise.

(e) Overtime becomes payable to the staff whenever goods trains are run occasionally outside the rostered duty hours on the Madurai-Bodinayakanur and Tiruchendur-Tirunelveli Section and it is proposed to regulate these goods services to curb the over-time expenditure.

(f) Safety is not affected since the staff are not engaged on overtime regularly but only occasionally. The Railway Administration is being advised to ensure that overtime work is avoided as far as possible.

#### Confirmation of Probationers on Railways

9394. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6131 on the 2nd April, 1981 regarding confirmation of probationers on Railways and state:

(a) whether the rules for Class I equally apply to Class II employees too, appointed on probation on Railways;

(b) whether Class III employees appointed on probation have to be confirmed on completion of their probation period unless the period is extended through a specific notification;