

The Minister of Home Affairs and States (Dr. Katju): (a) A speech made by the late Sardar Patel during the Budget Debate in 1946 contained the following passage:

"Where the selection is made by departments at present and since it is possible that the same amount of care which we wish to take is not perhaps taken and there may be a legitimate grievance, I have decided to appoint a Board for the selection of candidates to subordinate services which would look after the interest of the Scheduled Castes and minorities so that their grievance may be removed. This will ensure selection more or less on the same lines as is done by the Federal Public Service Commission for other services."

(b) and (c). In December 1947, Government approved in principle the establishment of a Central Subordinate Services Commission, with a view to secure systematic recruitment through an independent agency and also due observance of reservations in favour of Scheduled Castes and minority communities.

In March, 1948, an Officer on Special Duty was appointed to study the practical implications and to work out administrative details. His investigations revealed that the task of such a Commission would be far more difficult and complex than had been anticipated and that Government's original proposal would have to be materially modified.

Meanwhile, Government were also faced with the problem of finding employment for a very large number of displaced Government servants and other highly qualified displaced persons and also of mitigating the human suffering caused by heavy retrenchment in the Supply Department and other organizations which had grown enormously during the war. Government were therefore compelled to announce that, until further orders, priority would be given to these categories of candidates. Until the task of resettlement of these classes is completed, normal recruitment from the open market cannot be resumed. This position was explained by the late Sardar Patel in his answer to Starred Question No. 1199 answered in the Parliament of India on the 29th March, 1950.

I may add that care is being taken to ensure that, even among the priority categories, reservations in favour of the Scheduled Castes and Scheduled Tribes are observed.

DEESA-KANDALA RAILWAY LINE

***1980. Shri Jasani:** Will the Minister of Railways be pleased to state:

(a) when the construction of Deesa-Kandala Railway line is likely to be completed;

(b) how much amount has so far been spent for the construction of this line and how much more is to be spent till the completion of work; and

(c) from when the Goods and Passengers services will commence?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) All the works in connection with the construction of the Deesa-Kandala Railway are expected to be completed by the end of year 1953.

(b) Rs. 3.35 crores have been spent upto end of May, 1952 and Rs. 2.32 crores more are likely to be spent till the completion of the work.

(c) The line is expected to be opened to both passenger and goods traffic in October 1952.

OVER-PAYMENT FOR SUPPLY OF COAL

***1981. Shri N. S. Nair:** Will the Minister of Railways be pleased to state:

(a) how much of the over-payment for the supply of coal in 1949 of Rs. 56,227 has been recovered; and

(b) what steps have been taken to avoid such over-payments in future?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) The hon. Member apparently refers to the loss mentioned in para. 20 of the Railway Audit Report, 1950. No recovery has been possible as the Law Ministry advised that a price notification could not be given retrospective effect as it affects past financial transactions.

(b) As recommended by the Public Accounts Committee in their report issued in April 1952, a procedure is being evolved in consultation with the Ministry of Production and the Coal Commissioner, to ensure better co-ordination between the two Ministries to avoid the recurrence of such losses.

PURCHASES FROM 'TELCO'

***1982. Shri N. S. Nair:** Will the Minister of Railways be pleased to state:

(a) what amounts were paid to the 'Telco' for purchases during the 'A'

and 'B' periods as provisional payments;

(b) whether the prices for the A and B periods have been finalised and if so, what additional payments were made on that score;

(c) whether the prices for the period 'C' have been fixed and if so, what are the rates; and

(d) what is the total amount paid for purchases from the 'Telco' after January, 1949?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Rs. 1,61,70,000.

(b) Prices for periods 'A' and 'B' not yet finalised.

(c) No; Period 'C' has not yet commenced.

(d) Rs. 1,29,09,000.

RAILWAY EMPLOYEES (ALLOWANCES)

***1983. Shri Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether the Government of India have accepted the recommendation of the 'Joint Advisory Committee' regarding payment of Island, Ghat and Hill allowances to Railway Employees; and

(b) if the answer to part (a) above be in the affirmative why the Railway Staff working at Lonavala, Khandala, Igatpuri and Matheran on Central Railway have not yet been paid?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes; Government have accepted the recommendation of the Joint Advisory Committee that in granting Island, Ghat and Hill allowances to the employees of the Central Government, the practice of the State Governments should be taken into account as recommended by the Central Pay Commission.

(b) The Bombay Government are not paying any Hill allowance to their staff stationed at Khandala, but they are paying certain allowances to their staff at Lonavala, Igatpuri and Matheran. No Hill allowance is payable to the Railway staff at Khandala. As regards the allowance to be granted to the Railway staff at Lonavala, Igatpuri and Matheran, the matter is under consideration.

COMPENSATORY ALLOWANCE TO RAILWAY EMPLOYEES

***1984. Shri Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that assurance was given by the Minister for Railways that the question of Poona being classified as 'B' area for the purpose of computing compensatory allowance would be considered after the Census; and

(b) if the reply to part (a) above be in the affirmative what decision has since been arrived at by Government?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) An assurance was given to the A.I.R.F. and I.N.R.W.F. that the question of re-classification of cities for the purpose of grant of Compensatory allowance would be taken up when the figures of 1951 Census were available.

(b) The question of the re-classification of cities is still under consideration and no decision has been arrived at.

CRIMINAL TRIBES ACT

***1985. Shri N. P. Sinha:** Will the Minister of Home Affairs be pleased to state:

(a) whether all the States have passed appropriate legislations to replace Criminal Tribes Act which stands repealed with effect from 31st August, 1952;

(b) if so, which of the States; and

(c) whether the title of such a legislation is common in all the States?

The Minister of Home Affairs and States (Dr. Katju): (a) and (b). The States of Bombay, Madras and Rajasthan have passed legislation to replace the Criminal Tribes Act. The Madras Restriction of Habitual Offenders Act, 1948 has been extended to the States of Delhi and Ajmer. The States of West Bengal, Bihar, Punjab, Uttar Pradesh, Hyderabad, Mysore, Saurashtra, Madhya Bharat, PEPSU and Bhopal are taking steps to enact such legislation.

(c) No.

RAILWAY CLAIMS

***1986. Shri K. K. Basu:** Will the Minister of Railways be pleased to state:

(a) the number of claims cases in South, Central and Western Railways per year since regrouping;