

Basis for Fixing Freight and Fares on Hilly Areas NG and MG Lines]

4931. SHRI DURGA CHAND : Will the Minister of RAILWAYS be pleased to state :

(a) the criteria on the basis of which freight and fare are fixed on Hilly areas Narrow Gauge railway lines and Metre Gauge lines; and

(b) the criteria on the basis of which return railway tickets are issued for the hill stations and other important stations?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :

(a) Excepting on the Darjeeling Himalayan Section of N.F. Railway, over other Hill Sections, the basis of freight and fares charged is the same as that charged on rest of the Railway system. There is, however, inflation in the distance for charge on Hill Sections. Over the D. H. Section of N.F. Railway a special higher basis of freight and fares is in force. The justification for levy of higher freight and fares over Hill Sections is the higher capital cost involved in the construction of these lines and the higher cost of operation.

On other Metre Gauge and Narrow Gauge lines also the basis of freight and fares charged is the same as that charged over the rest of the Railway system. There is, however, some inflation in the distance for charge on some of the recently constructed Metre Gauge and Narrow Gauge lines. The distance for charge for over these lines has been inflated as it was found that construction of these lines was justified only on the basis of inflated distance.

(b) With a view to developing traffic to certain specified Hill stations and also considering the fact that the economy of certain States depend to a large degree on tourist traffic, the Railways have been issuing Concessional Return Tickets at 1 1/2 Single journey fares for First and Second classes from year to year. Such Concessional Return Journey Tickets are not issued for journey to other Stations.

आसनसोल और गया के बीच चलने वाली पार्सल गाड़ियों में 4 डिब्बे जोड़ने का प्रस्ताव

4932. श्री रीत लाल प्रसाद वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या ग्रैंड कोर्ड लाइन पर आसनसोल जंक्शन और गया जंक्शन के बीच गोमो

से गया तक दिन में 8.30 बजे से रात्रि 23.30 बजे तक यात्रियों के लिए कोई पैसेन्जर गाड़ी नहीं चलती है और यहां पर कोई सड़क यातायात सुविधा भी उपलब्ध नहीं है; और

(ख) यदि हां, तो क्या सरकार का विचार जब तक यहां इस बारे में कोई स्थायी प्रबन्ध न हो तब तक के लिए वहां चलने वाली प्रत्येक पार्सल गाड़ी में 4-4 पैसेन्जर डिब्बे लगाने का है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) 129 आसनसोल वाराणसी सवारी गाड़ी, जो गोमो से 08.57 बजे रवाना होती है, गोमो गया खंड पर सब जगह ठहरने वाली एकमात्र गाड़ी है। लेकिन 51 अप सियालदह जम्मूतवी एक्सप्रेस, जो गोमो से 17.55 बजे रवाना होती है, भी अनेक मध्यवर्ती स्टेशनों पर ठहरती है।

(ख) जी नहीं।

हीरोडीह, चम्बा और कोडर्मा स्टेशनों के निकट फाटक

4933. श्री रीत लाल प्रसाद वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि जनता द्वारा ग्रैंड कोर्ड लाइन पर धनबाद और गया के बीच (एक) हीरोडीह स्टेशन के पूर्वी केबिन के पास (दो) चौबें स्टेशन के पश्चिमी भाग (भस्केडीह गांव में) के निकट और (तीन) कोडर्मा स्टेशन के पूर्वी भाग में मोरियांव गांव के निकट फाटक बनाने की बार-बार मांग की जाती रही है; और

(ख) यदि हां, तो इस मांग की पूरा करने के लिए क्या कार्यवाही की जा रही है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क)
उल्लिखित स्थानों पर समपार गेटों की व्यवस्था
के लिए उस क्षेत्र की जनता से ऐसे कोई अनु-
रोध प्राप्त नहीं हुए हैं ।

(ख) प्रश्न नहीं उठता ।

Grant of Compensatory Allowance to the Employees of Fertilizer Corporation of India Ltd. at Naya Nangal

4934. DR. LAXMINARAYAN PANDEYA : Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether a proposal for the grant of compensatory allowance to the employees of Fertilizer Corporation of India Ltd. stationed at Naya Nangal (Punjab) on the basis of a similar allowance being paid by the Punjab Government to its employees posted in this area, has been sent by the Corporation management to the Government for approval after the Board of Directors of the Corporation had approved the proposal; and

(b) if so, when the proposal is likely to be cleared by the Government?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) and

(b). Yes. The proposal has been received from the Fertilizer Corporation of India and is at present under consideration of the Government. A decision is likely to be reached soon.

Memoranda from Ticket Checking Staff

4935. SHRIMATI MRINAL GORE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have received several memoranda from the Ticket checking staff from different divisions;

(b) if so, what are the main grievances of the staff; and

(c) what action has been taken by Government to solve these problems?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :

(a) to (c). A memorandum from the Ticket Checking Staff was received through Shri Shyam Sunder Lal, M. P. in May, 1977. The demands and the position in their respect are given below:—

Demands

Position

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| (i) TTEs and conductors should be treated as running staff. | (i) Under the Rules, only such staff as are directly incharge of and responsible for movement of trains are treated as running staff. As the Ticket Checking Staff are not directly connected with the movement of trains, they cannot be treated as running staff. This issue had been considered a number of times in the past also and the demand not accepted. |
| (ii) Punitive action against T.C. staff on the ground of low earnings should be stopped. | (ii) The performance of a T.T.E. is judged by the average performance of the squad working on a common roster. It is only in the case of such T. T. Es whose performance remains below the average of their group that corrective action is taken. |
| (iii) The cadre of TTEs and TCs should be given Leave Reserve Posts in different grades according to the sanctioned posts. | (iii) Ordinarily, leave reserve is provided in the lowest category in each promotion group; however, in certain groups, leave reserve is provided in the intermediate grades also to a certain extent. Consistent with this policy, at present, leave Reserve element for TTEs is provided in grade Rs. 330-560 (RS) to the extent of 50% and the balance in the grade of TCs [i.e. in scale Rs. 260-400(RS)]. |