

pect of major commodities carried by railways, such as coal, finished steel and raw materials to steel plants, iron ore for export; cement, fertilisers, foodgrains, POL; railway materials and other general goods, the assessment of transport requirements may be worked out both in terms of originating tonnage as well as tonne kilometreage taking into account the expected pattern and lead of freight traffic.

(iii) To assess the requirements of passengers traffic in each year of the next Five Year Plan period 1978—

83 for (a) suburban traffic and (b) non-suburban traffic. In regard to non-suburban traffic, the need to reduce overcrowding in trains and the requirements of long distance passenger traffic may be kept in view.

(iv) To suggest policy framework for allocation of freight and passenger traffic based on consumer preferences, cost of services etc., to rail, road transport and coastal shipping.

(v) To recommend programmes for production of rolling stock in the production units of the Railways and in the public sector undertakings during the Five Year Plan 1978—83 to match the requirements of rolling stock for meeting the passenger and freight traffic as assessed.

(vi) To formulate the Railway's development programme and the outlays required for each year of the Five Year Plan period 1978—83 under the various Plan heads, such as rolling stock, line capacity works etc., after taking into account the capacity expected to be available by the end of 1977-78 and the projected requirement of traffic. In view of the long gestation period of railway projects, the Working Group may keep in view the perspective of ten years.

(vii) To indicate the direct employment in man days expected to be generated during the Plan period for the various categories of staff during the execution of the recommended projects/programmes and after their completion.

(viii) To indicate the requirement of all materials and equipment and the extent to which these could be available from indigenous sources, separately from the large scale sector and small scale sector and by imports for each year of the Five Year Plan.

(ix) To recommend policy in regard to investment in railway lines of a developmental character.

चेतक एक्सप्रेस को सुपर एक्सप्रेस में बदला जाना

4749. श्री भानु कुमार घास्त्री : कर् रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उदयपुर (राजस्थान) का ऐतिहासिक, धार्मिक और पर्यटन की दृष्टि से महत्व देखते हुए सरकार का विचार 'चेतक एक्सप्रेस' को सुपर एक्सप्रेस में परिवर्तन करने का है ;

(ख) यदि हां, तो इस बारे में सरकार क्या कार्यवाही कर रही है ; और

(ग) यदि नहीं तो वर्तमान चेतक एक्सप्रेस के समय को कम करने के लिए सरकार क्या कार्यवाही कर रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क)जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) रेल पथ और कर्षण की मौजूदा हालत देखते हुए 15/16 चेतक एक्सप्रेस की गति बढ़ाना परिचालनिक दृष्टि से व्यवहार्य नहीं है।

एक्सरे तकनीशियनों की गोपनीय रिपोर्टें

खराब करना

4750. श्री सुभाष आहुजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे में उन एक्सरे तकनीशियनों की गोपनीय रिपोर्टें खराब कर दी जाती हैं जिनका बार-बार स्थानान्तरण होता रहता है ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ; और

(ग) यदि नहीं, तो फिरोजपुर डिवीजन के कम वेतन भोगी एक्सरे तकनीशियनों के साथ ऐसा अन्याय किये जाने के क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) जी नहीं

(ख) और (ग). प्रश्न नहीं उठता।

Bonus to Railway Stations Porters Cooperative Labour Contract Society Limited, Allahabad

4751. SHRI SUBHASH AHUJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether 4 per cent Bonus was allowed to Railway Station Porters Cooperative Labour Contract Society Ltd., Allahabad, while awarding them Parcel handling contract at Moghal-sarai;

(b) whether it is a fact that no bonus has been paid to the workers by the Society for the financial year 1976-77 so far;

(c) whether Government are aware that this so-called Society is simply a one man show and was/is being run for the benefit of the Secretary who has acquired wealth disproportionate to his known sources of income; and

(d) what action Government propose to take in the matter to remedy the situation and to allow benefits to the down-trodden class?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). On the Eastern Railway, while awarding a parcel handling contract to a labour cooperative society by negotiation, rates for individual items of operations are worked out having regard to the total number of labourers required for performing the work and the local casual labour rate in the area. This bare rate is increased by 10 per cent on account of overhead/supervision charges and 4 per cent bonus, which, in fact, represents the slight profit margin for the Society to be utilised as considered fit by the Society.

(c) No.

(d) Does not arise.

जंक्शन के अलावा अन्य स्टेशनों पर रनिंग रुमों की व्यवस्था

4752. श्री सुभाष आहुजा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जंक्शनों के अलावा अन्य स्टेशनों पर रनिंग रुमों की व्यवस्था करने का प्रयोजन रनिंग स्टाफ के लिए ओवर टाइम में कमी करना है; और

(ख) क्या यह भी सच है कि रनिंग स्टाफ न बदले जाने के कारण इन रनिंग रुमों का उपयोग नहीं किया जा रहा है।