

Central to Ahmedabad and 46 special trains in the other direction during 1976-77.

(c) to (e). During the ensuing summer season, it is proposed to run one special train each way between Bombay Central and Ahmedabad on 5 days in the week to clear the extra rush of traffic, subject to traffic offering. Introduction of an additional train between Bombay Central and Ahmedabad on regular basis is not operationally feasible for want of spare line capacity on Surat—Vadodara section and very limited maintenance facilities at Bombay Central and Ahmedabad.

#### **Railway Bridge Linking Ahmedabad-Sabarmati**

4597. **PROF. P.G. MAVALANKAR :**  
Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway bridge linking Ahmedabad and Sabarmati Railway Stations is undergoing extensive repairs or additional restructuring or both;

(b) if so, facts thereof, including the time spent and the cost incurred for the purpose, so far;

(c) when is the said work expected to be completed and at what total estimated cost ;

(d) whether some trains were re-scheduled or cancelled due to this work ; and

(e) if so, steps taken to give relief to the passengers on these routes?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) :** (a) The sub-structure of the bridge is being rebuilt on the existing alignment on safety considerations.

(b) The work consisting of rebuilding of existing piers and abutments with provisions of an extra additional B.G. line was commenced in Sept., 76. An expenditure of about Rs. 1.72 crores has been incurred so far.

(c) The work is expected to be completed in 1980 at an estimated cost of about Rs. 3 crores.

(d) Normally, there is no cancellation/rescheduling of trains. However, during girdering operations, it becomes necessary to stop the railway traffic over the bridge for short periods as a result of which rescheduling/termination of a few trains at Sabarmati (which is the station next to Ahmedabad) becomes inescapable.

(e) Every effort is being made by the Railway to keep the period of line blocks to the bare minimum, so that least inconvenience is caused to commuters/passengers on account of rescheduling or termination of trains at Sabarmati.

#### **Lifting of essential Goods from the Railways.**

4598. **SHRI SARAT KAR :**  
**SHRI G.K. JAFFER SHARIEF :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether complaints have been received by Government regarding the traders who do not lift essential goods from the Railway goods sheds and deliberately block unloading of wagons containing essential commodities;

(b) if so, the details thereof; and

(c) the steps Government have taken in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) :** (a) No.

(b) Does not arise.

(c) In order to curb the tendency on the part of the trade to use railway premises as warehouses various steps are taken which include levy of demurrage/wharfage charges on an anti-telescopic basis, putting pressure on the traders through recognised Chambers of Commerce and Industry to expedite clearance of Consignments and disposal of essential commodities through State Governments at Notified stations seven days after the termination of the transit.

#### **Scheduled Castes/Scheduled Tribes Quota in Gazetted Category**

4599. **SHRI SOMJIBHAI DAMOR :**  
Will the Minister of RAILWAYS be pleased to state :

(a) is it a fact that in the Gazetted category of Services, S.C./S.T. quota is not set apart;

(b) if so, how does it affect the SC/ST candidates in respect of gazetted cadre ;

(c) how is the quota for S.C./S.T. proposed to be filled up ; and

(d) how does the common field of eligibility for SC/ST and General candidates affect the declared policies of the Government and the rights and privileges granted to SC/ST in the Constitution?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) and (b). There is a reservation quota of 15% for Scheduled Castes and 7-1/2% for Scheduled Tribes both in recruitment and in promotion to the initial grade of Class I Service. All other higher grade posts in Class I service are filled by promotion. In promotion by selection within Class I there is no reservation for Scheduled Castes and Scheduled Tribes but in respect of promotions to posts carrying an ultimate salary of Rs. 2250/- per month or less, Scheduled Caste and Scheduled Tribe Officers who are senior enough in the zone of consideration so as to be within the number of vacancies for which the panel is drawn are included in the panel provided they are not considered unfit for promotion.

Vacancies in Class II service are mostly filled by promotion and there is a reservation of 15% for Scheduled Castes and 7-1/2 per cent for Scheduled Tribes.

(c) The prescribed quota is observed by the Union Public Service Commission which makes the recruitment to the initial grade of Class I service and by the Railway Administration in filling the vacancies by promotion to the initial grade of Class I service and to the Class II service.

(d) As per the policy of the Government in promotion by selection to the Gazetted categories, there would be no separate zone of consideration for the reserved vacancies. Scheduled Castes and Scheduled Tribes who are within the normal zone of consideration fixed with reference to the total number of vacancies are only considered.

#### **Railway Track washed away in 1968 Flood Near Domahni.**

4600. SHRI SOMNATH GHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a portion of railway track near Domahni was washed away during flood in 1968 ;

(b) whether the people were assured that the track would be repaired soon ;

(c) if so, whether the assurance has been implemented ; and

(d) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) Yes.

(b) to (d). Lataguri-Domahni section of the line has since been restored. A fresh

traffic survey for the restoration of Domahni-Changrabanthe section of the line has been included in Railway Budget for 1978-79. A final decision for taking up this restoration would depend upon the results of the fresh traffic survey and subject to availability of funds for the purpose.

#### **Promotion from Class IV to III**

4601. SHRI SOM NATH CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether a certain percentage of vacancies are kept reserved for promotion from Class IV to Class III through selection ;

(b) whether such selections have been conducted for the head offices of South Eastern, Eastern N. E., N. F., South Central and Southern Railway ;

(c) if so, the details thereof ;

(d) how many Class IV staff have been benefited by promotion on this score in these railways in the past 10 years (Zone-wise and year-wise) ;

(e) whether any representation has been received by the Government on the subject ; and

(f) if so, the decision of the Government ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) Yes.

(b) to (f). The information is being collected and will be laid on the table of the Sabha.

#### **Grievances of Commercial Clerks of S.E. Railway.**

4602. SHRI SOMNATH CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have received any representation about the grievances of Commercial Clerks of S.E. Railway ;

(b) if so, the details thereof ; and

(c) what steps the Government have taken to settle the same ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.