

months has presented its report on the 9th June, 1978;

(c) whether the Soviet team has recommended intensification of exploration surveys specially in the area South of Sunderbans; and

(d) if so, the details thereof and action taken thereto?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Yes, Sir.

(d) The Soviet team has recommended conducting of seismic surveys in the area south of Sunderbans. This area is, however, marshy and is one of the most difficult areas for conducting seismic surveys, and requires specialised equipment which is currently not available with the ONGC. It is, therefore, proposed to get the seismic survey done quickly through foreign contractors and for this purpose, tender enquiries to various reputed firms abroad capable of doing this job have already been floated by the ONGC.

Customers releasing wagons in time

2297. **SHRI C. VENUGOPAL:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a common malaise in the Railway transport is the failure of the customers to release wagons in time;

(b) the names of the principal customers and the excess period for which they held the wagons frozen during 1977-78; and

(c) action taken for rationalising and streamlining the position?

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

Proposal to introduce fast train between Ahmedabad and Baroda

2298. **PROF. P. G. MAVALANKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are actively considering any proposal for introducing fast daily trains between Ahmedabad and Baroda as also between Baroda and Surat with a view to helping the thousands of daily commuters like employees, students, workers, etc.;

(b) if so, when will the Government begin operating such trains and how; and

(c) if not, why not?

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

(b) Does not arise.

(c) Introduction of new trains between Ahmedabad-Vadodara and Vadodara-Surat is at present not operationally feasible due to strained line capacity on Ahmedabad-Vadodara and Vadodara-Surat sections.

Proposal to increase Frequency of Navjivan Express

2299. **PROF. P. G. MAVALANKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to increase the frequency of the Navjivan Express running between Ahmedabad and Madras;

(b) if so, when and how;

(c) if not, why not; and

(d) whether it is a fact that the present weekly service from the said two stations result into considerable percentage of unused railway rakes and if it is so, how much is it in what way it is proposed to be utilised to the maximum?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Increase in frequency of 145/146 Ahmedabad-Madras Navajivan Express is not feasible for want of coaches and diesel locomotives and also spare line capacity on sections en route at present.

(d) The rake has an extra lie-over of two days at Madras Beach and with this it is not possible to increase the frequency of 145/146 Navajivan Express.

Responsibility of Junior Administrative rank Officers

2300. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3702 on the 21st, March 1978 regarding selection of Grade-I works inspectors and state:

(a) when the extant rules were framed; duties, and responsibilities of Junior Administrative rank officers prior to Revised Pay Commission and that of the Additional Heads now;

(b) has old Junior Administrative post been up-graded with same old functions; what was number of J.A. post in various departments of the N.E. Railway prior to Revised Pay Commission and after including Additional Heads and temporary posts; and

(c) will he institute a Committee of Railway trade unionists and officers to go into these extant rules and revise same in light of various pay commission recommendations, creation of new posts to avoid selections being conducted by more Junior Officers prone to favouritism, groupism and communalism which is rampant on N.E. Railway; if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The extant rules have been in force

for over two decades. The duties and responsibilities of J. A. rank officers prior to and after the reclassification of posts in 1973-74 continue to be the same. The duties and responsibilities of the Additional Heads now are higher.

(b) The Class I cadre was generally restructured in 1974 as a consequence of which a certain number of posts in the Level II scale of Senior Administrative Grade came into being. These posts, generally designated Additional Heads of Departments, did not constitute a mere replacement of the Junior Administrative Grade posts.

They were of a higher level involving higher responsibilities. Their number is as follows:—

	Prior to restructuring	After restructuring
J. A.	29	59
Adtl. Heads	14

(c) It is not proposed to institute any Committee as selections are continuing to be conducted by officers whose duties and responsibilities have not undergone any change.

Pending indents for Wagons

2301. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of pending indents for wagons for supply of food-stuffs, specially wheat, in the various parts of the country;

(b) is it a fact that huge stock of food-stuffs are lying in the open and are being damaged for want of wagons; and

(c) the steps that are being taken to augment supply of wagons and prevent national loss?