

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) जी, हां ।

(ख) मुख्य मांगों का सम्बन्ध पदों का दर्जा बढ़ाने, राष्ट्रीय अवकाश भत्ता दिये जाने, मुख्य नियंत्रकों के अतिरिक्त पदों की व्यवस्था करने, मुख्य नियंत्रकों को साप्ताहिक, अवकाश देने आदि से है ।

(ग) सरकार की नीति के अनुसार किसी भी माध्यम से प्राप्त कर्मचारियों के अभ्यावेदनों पर त्रिधिपूर्वक विचार किया जाता है और यथा-अपेक्षित कार्रवाई की जाती है । आज इंडिया ग्रुन कंट्रोलर एसोसिएसन, पूर्वोत्तर रेलवे के ज्ञान पर भी इसी नीति के अनुसार कार्रवाई की गई है ।

#### Yard Cadre

6115. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

- when the yard cadre was bifurcated from the Station Masters cadre;
- whether the bifurcation has been implemented in all the Zonal Railways; and
- if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

#### Intermittent workers in Railways

6116. SHRI DAYARAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the labour tribunal 1969 recommended a standard duty of only

eight hours a day for essentially intermittent workers;

(b) whether the additional hours of two and four daily is to be added as an exemption of the following job analysis and determination on norms prescribed;

(c) how many essentially intermittent workers are there in Indian Railways rostered to work eight hours a day or forty-eight hours a week; and

(d) in the case of these essentially intermittent workers for whom no job analysis has been taken and no determination has been made within the conditions specified by the tribunal and the additional hours have not been reflected separately in rostered hours are they entitled to overtime allowances as per the H.O.E.R. beyond forty-eight hours in a week?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). No.

(c) Railway employees who are classified as Essentially Intermittent are generally employed on more than 8 hours of daily duty roster. Their weekly roster is generally of 60 hours except—

(i) those who are employed at way-side stations and who are provided with residential quarters within a radius of 5 Km. from their place of work are employed on the 72 hours weekly roster; and

(ii) Saloon attendants, gatemen of 'C' class level crossings and caretakers of rest houses reservoirs etc. whose duties are of an exceptionally light nature, are employed on 144 hours of duty roster in a two-weekly period. Also where such staff are required to attend to preparatory and complementary work before commencement and after completion of

their normal work,, the following time is reflected in their rosters:—

4½ hours are added to 60 hours of weekly roster; 3 hours are added to 72 hours of weekly roster and 6 hours are added to 144 hours of two-weekly roster.

(d) Does not arise.

#### Private Contract system

6117. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 150 on the 26th February, 1981 regarding introduction of private contract system and state:

(a) whether it is a fact that two contractors were working in the Gujhandi section of the Eastern Railway on the lines;

(b) if so, since when they are working and the exact nature of job is being done there and the number of workmen involved and the rate of pay per day with workmen and whether that compares with the minimum wage for such job fixed by either State or Central Government;

(c) whether it is a fact that in the years 1978-79 and 1979-80 the same job used to be done by the Central gangmen; and

(d) if so, the basis of introducing contract system there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) Shri G. K. Gupta contractor worked on the Down Grand Chord line between Hirodih and Koderma stations from April 1980 to December, 1980. M/s. Chhota Nagpur Construction have been working since Jan./81 on Down Grand Chord line between Tankuppa and Bandhu stations. The nature of work in both the cases is deep screening of track—About 200 casual labour are employed in each

case. Shri G. K. Gupta paid Rs. 7.00 per day to begin with, and later increased it to Rs. 7.50 per day. M/s. Chhota Nagpur Construction are paying Rs. 7.50 per day. The contractors have given an undertaking at the time of entering into agreement with the Railway that they will abide by the provisions of Minimum Wages Act. These daily wage rates are not lower than the minimum wage rates of the area.

(c) Such deep screening work was done in 1978-79 and 1979-80 by engaging casual labour.

(d) These works have been given on contract to expedite progress and to pull up the backlog.

#### Higher Grade posts for Station Masters

6118. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the percentage distribution of grades of Station Masters and Assistant Station Masters from 1st September, 1956 and the basis of allocation of higher grade posts;

(b) whether it is a fact that the percentage distribution in higher grades on the basis of total strength of Station Masters and Assistant Station Masters has been discontinued resulting in the loss of posts in higher grades; if so, the facts in details;

(c) whether it is a fact that the basis of upgradation of Station Masters and Assistant Station Masters discriminates them from the office clerks, commercial clerks and other categories; and

(d) if so, the reasons thereof and the steps taken to remove the discrimination?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) A statement is attached. The redistribution was made on