

rates notified by the Central Government are inapplicable to such labour. According to the terms of agreement, contractors are required to pay their labour wages at rates which are payable to labour for similar work done in the neighbourhood.

(d) As the Coal and Ash handling operations of Loco sheds do not require employment of whole time regular labour as also the existing steam traction is being progressively reduced, there is no proposal to absorb these labour in regular railway service.

Outturn of Diesel Engines in Patratu Diesel Shed

2344. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) The daily average outturns of diesel Engineers in Diesel Shed, Patratu from 1st December, 1980 to 15th January, 1981;

(b) the actual number of shortage of Class IV workers in Diesel Shed Patratu and the dates from which these shortages occur;

(c) the details of the arrival of new diesel engines in this Shed and the dates of sanction of the workers proportionate to the number of Engines increased;

(d) the particulars of the works affected due to the staff worked as per Schedules of their duty from 4th January, 1981 to 10th January, 1981; and

(e) the allegations against the staff removed straightaway under Rule 14 (2) of Railway Servants' D&A Rules, 1968?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The daily average outturn of locos from Patratu Diesel Shed for the period 1-12-1980 to 15-1-1981 was 8.3.

(b) There have been 112 vacancies in Class IV staff for the last 2-3 years due to obstructive attitude of the shed staff.

(c) 11 new locomotives were based at Patratu Shed during the period April, 80 to December, 80. The additional staff was sanctioned on 6-1-81.

(d) As some staff did not turn up for duty only 7 locomotives were turned out during the period 4.1.81 to 10-1-81 against the normal average of 8.5 locomotives per day.

(e) Two members of the staff were removed on the ground that they wilfully caused serious dislocation in normal working of train services by inciting and instigating the other staff to interrupt normal train services and were insolent and had created a reign of terror among the staff who wanted to work, thus creating a situation where an enquiry under the D&A Rules was not considered possible.

Railway lines in Madhya Pradesh

2345. SHRI KAMAL NATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that no development activity can take place without adequate rail line facilities in any State;

(b) if so, the reasons for enormous gap between the total K.M. of rail line existing and the total area of Madhya Pradesh; and

(c) the steps Government propose to take for laying new rail lines in Madhya Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Railway development cannot be envisaged on State-wise or Region-wise concept. The needs of the country are assessed and decisions are taken for the