

(d) the approximate quantity and the sale value of such of the surplus engineering materials awaiting sales in Southern Railway; and

(e) what action is proposed to be taken to dispose of the same to avoid deterioration of materials and loss of revenue due to belated auctions?

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

(b) Stores which are either un-serviceable or are surplus to the Railways own requirements are disposed off promptly through auction sale conducted at regular intervals after complying with the procedures for survey and sales.

(c) The total number of auctions held on Indian Railways during 1980-81 is 392.

(d) On Southern Railway about 1139 M/Ts of engineering materials valued at approximately Rs. 0.25 crores are available for sale.

(e) Due to regular auctions of scrap materials on the Railways the accumulation of scrap is not allowed to be large. This system is working satisfactorily. A constant watch is kept on disposal of the scrap.

Payment of O.T. Allowance to Traffic Staff in Madurai Division

9393. SHRI A. G. SUBBURAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount of over-time allowance paid to the Traffic staff in Madurai Division during 1980-81;

(b) the reasons for the payment of huge amount of over-time allowance;

(c) whether it is a fact that heavy payment of overtime allowance is involved in the uneconomic branch lines in Madurai Division viz., Madurai-Bodinayakanur section and Tiruchendur-Tirunelveli section;

(d) if so, how far it is justified;

(e) what action is proposed to be taken to curb this expenditure; and

(f) whether it is not unsafe to regularly engage the staff on over-time basis since they are engaged in train passing duties?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Rs. 16,76,611.00.

(b) Payment of overtime had to be made due to leave and sick contingencies being in excess of standard provision.

(c) No.

(d) Does not arise.

(e) Overtime becomes payable to the staff whenever goods trains are run occasionally outside the rostered duty hours on the Madurai-Bodinayakanur and Tiruchendur-Tirunelveli Section and it is proposed to regulate these goods services to curb the over-time expenditure.

(f) Safety is not affected since the staff are not engaged on overtime regularly but only occasionally. The Railway Administration is being advised to ensure that overtime work is avoided as far as possible.

Confirmation of Probationers on Railways

9394. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6131 on the 2nd April, 1981 regarding confirmation of probationers on Railways and state:

(a) whether the rules for Class I equally apply to Class II employees too, appointed on probation on Railways;

(b) whether Class III employees appointed on probation have to be confirmed on completion of their probation period unless the period is extended through a specific notification;

(c) whether the above rule is being implemented on Railways; and

(d) if not, the reasons therefor and what system is adopted on Railways?

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

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

दरभंगा और निरमली के बीच गुमटियां

9395. श्री भोगन्ध्र झा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी रेलवे के समस्तीपुर डिवीजन में दरभंगा जंक्शन तथा निरमली जयनगर और सीतामढ़ी स्टेशनों के बीच कूल कितने-कितने रेलवे फाटक (गुमटियां) हैं और उनमें से कितनी गुमटियों पर चौबीसों घंटे आस्ती रहता है ;

(ख) क्या सरकार के दक्षिण में स्थित गुमटी पर एक चौकीदार की इयूटी रहती थी, जिसे अब वहां से हटा दिया गया है, जिसके परिणामस्वरूप उस गुमटी के समीप हाल में तीन व्यक्ति मारे गये; और

(ग) यदि हां, तो क्या उस गुमटी पर तथा अन्य ऐसी गुमटियों पर जहां कोई व्यक्ति नहीं रहता चौकीदार रखे जा रहे हैं और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) :

(क) दरभंगा-सकरी-निरमली, सकरी-जयनगर, दरभंगा-सीतामढ़ी के बीच समपारों की संख्या क्रमशः 60, 42 और 55 है। दरभंगा सकरी-निरमली, सकरी-जयनगर और दरभंगा सीतामढ़ी के बीच, ऐसे समपारों की संख्या क्रमशः 30, 19 और 34 है जहां 24 घंटे चौकीदार मौजूद रहते हैं।

(ख) अपर्याप्त यातायात होने के कारण राजनगर स्टेशन के दक्षिण में समपार सं० 20-सी को 9-5-75 में बिन

चौकीदार बाला समपार बना दिया गया था। तब से इस समपार पर कोई दुर्घटना नहीं हुई है।

(ग) समपार पर होने वाले यातायात की गणना एक कार्यक्रम के आधार पर की जाती है। राजनगर के दक्षिण में समपार सं० 20-सी पर यातायात की वर्तमान मात्रा को देखते हुए वहां चौकीदार रखने का कोई औचित्य नहीं है। भविष्य में यातायात की मात्रा के आधार पर यदि औचित्य पाया गया तो अन्य समपारों पर चौकीदारों की व्यवस्था की जा सकती है।

Carriage repair workshop at Renigunta

9396. SHRI PASALA PENCHALAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Original Proposed cost and capacity of the carriage repair workshop at Renigunta in South Central Railway have been altered;

(b) if so, the reasons therefor; and

(c) what is the latest position of the carriage workshop?

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

(a) The work of setting up of a new carriage repair workshop at Renigunta (Tirupati) was approved by Parliament and included in the Railway Budget for 1979-80 at an estimated cost of Rs. 10 crores for a capacity to undertake periodical overhaul of 8 units of coaching stock per day in terms of 4-wheelers. There is no change in either the cost or capacity.

However, a revised estimate for the workshop is now being prepared which envisages the same capacity but with an escalation in the cost.

(b) Increase in cost is being contemplated due to escalation in prices since the original cost was estimated