

### Wireless Operators

**2065. Shri K. Periaswami Gounder:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that an agreement was arrived at between National Federation of Indian Railways and the Railway Board, in the meetings held in September, 1957 regarding the pay scale of wireless operators;

(b) if so, the details thereof;

(c) the number of staff who are to be benefited by this agreement on each zone; and

(d) the steps, taken for the implementation of this agreement?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) to (d) Yes, according to this, Wireless Operators on passing the lower and higher proficiency examinations as on the Post and Telegraphs side are to be given special pay as admissible to similar staff in Post and Telegraphs. Also, Inspector, Wireless Telegraph was to be given the scale of Rs. 160—250 instead of Rs. 150—225 and the number of posts in grades of Rs. 160—250 and higher are to be 1/7th of the total number of posts including those of Wireless Operators; this will result in the upgrading of approximately 45 posts. Detailed orders on the subject have not yet issued. The number of staff who will be benefited in the shape of special pay will depend on the number that pass the examinations prescribed.

### Late Running of Trains

**2066. Shri Daljit Singh:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the trains passing through Mathura Junction are generally late;

(b) if so, what are its causes; and

(c) the steps Government propose to take in this regard?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) and (b). The trains passing through Mathura are not generally late but there has been some deterioration in the performance of trains passing through Mathura mainly due to:—

(i) Cautious driving on account of large number of engineering works in progress. In order to expedite the work of doubling of Mathura-Delhi Section before the onset of Monsoon, a number of engineering blocks were permitted. Trains used to get bunched on this congested section and extra time was invariably lost in regulating the movements.

(ii) Scarcity of water due to severe summer time conditions both on the Central and Southern Railways which resulted in extra time being taken for watering carriages and for the train engines.

(iii) Heavy rains in the Bombay Division of Central and Western Railways in May, June and July, 1958.

(c) (i) The performance of all important trains is especially watched both at the Divisional and Head-quarters levels and disciplinary action is taken against staff responsible for avoidable detentions.

(ii) Punctuality drives are instituted from time to time and officers and Inspectorial staff are deputed to travel by persistently late running trains to take up on the spot all cases of avoidable detentions.

(iii) Daily reports are received in the Board's office on the performance of all Mail and Express trains. These are scrutinised and the Railway Administrations are asked to take effective steps to eliminate all avoidable detentions.