

Representation from Bharatiya Railway Mazdoor Sangh

838. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 4484 on 18th December, 1980 regarding Representation from Bharatiya Railway Mazdoor Sangh, Bombay and state:

(a) whether demands made by Bharatiya Railway Mazdoor Sangh in their representation dated 3rd July, 1980 have been considered and decision taken thereon by now;

(b) if so, details of the action taken on each of the demands; and

(c) if no, substantial progress made, the specific reasons therefor?

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

(b) and (c) The following main demands were made in the representation from Bharatiya Railway Mazdoor Sangh, Bombay. Action taken on the demands is indicated below:-

Demand

Action Taken

(i) The inclusion of the category of car attendants in the channel of promotion of Commercial Department;

(i) Coach Attendants are already included in the channel of promotion relating to Commercial Department on most of the Railway. The channels of promotion are, however, decided by the Zonal Railways concerned depending upon the local conditions available and staffing pattern obtaining on the Railways, and in consultation with organised labour.

(ii) Upgradation of 50% of the posts in this category to cover up the back-log;

(ii) & (iii) The demand for upgradation of 50% of the posts in this category has not been found acceptable.

(iii) To give retrospective effect for upgradation as per Group C&D Committee's Report;

(iv) Similar action in favour of Mechanical car attendants attached to reserved carriages and saloons.

(iv) Saloon Car-Attendants in the scale of Rs. 200-240 are attached to Carriage and Wagon Department of the Railways and get their further promotion in that department only. As stated above, channels of promotion are decided by the Railway Administrations themselves depending upon the local conditions available and staffing pattern etc. after consulting the organised labour. Generally staff are provided avenues of promotion in the department to which they are functionally attached and the demand that the Saloon Attendants should be given promotion channel in the Commercial Department cannot, therefore, be acceded to.

Pending pension cases in Bombay Division

839. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4446 on the 18th December, 1980 regarding inclusion of part of D.A. in pension and state:—

(a) what special efforts had been made to settle the 550 pending pension cases of retired persons, below 30 July, 1977 in Bombay Division of the Central Railway;

(b) what is the progress made; and

(c) if no substantial progress has been made the reasons therefor, and

proposed specific steps to speed up the work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) All pending pension cases referred to in reply to Unstarted Question No. 4446 dated 18-12-80 have since been finalised.

(c) Does not arise.

Representation from Retired Railwaymen's Federation, Dombivali

840. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Additional Director, Pay Commission (Railway Board) had received a representation dated 28th March, 1981 from All India Retired Railwaymen's Federation, Dombivali, District Thane (Maharashtra);

(b) if so, what are the various demands made therein;

(c) what decision Government have taken in connection with each of the demands; and

(d) if not, the specific reasons therefor and when the same is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) (a) and (b). No representation dt. the 28th March, 1981, has been received by the Additional Director, Pay Commission (Railway Board) from the All India Retired Railwaymen's Federation, Dombivali, District Thane, Maharashtra. However, a representation was received by the Hon'ble Minister for Railways in March, 1981 from the President, Dombivali Pensioners' Association on the subject of redressal of grievances of Railway Pensioners. A suitable reply has also been given in October 1981. The demands are:—

(i) to increase the ex-gratia pension to a minimum of Rs. 100 per month;

(ii) to grant family pension to widows of ex-gratia pensioners; and

(iii) to grant some ex-gratia pension/relief to staff who retired under the State Railway Provident Fund (Contributory) Rules, after the 1st April, 1957.

(c) and (d). The position in respect of each demand is as under:

(i) *Increase in exgratia Pension to a minimum of Rs. 100 per month.*

When the scheme of ex-gratia pension was introduced, the quantum of such pension ranged between Rs. 15 and Rs. 22.50 only per month. Whenever any relief was granted to a regular pensioners, correspondingly the ex-gratia pension was also being enhanced. Presently the ex-gratia pension is ranging between Rs. 102.50 and Rs. 166 per month.

(ii) *Grant of family pension to widows of ex-gratia pensioners*

Ex-gratia pension itself has been given on compassionate grounds to those Railway staff, who retired prior to the 1st April, 1957, under the Contributory S.R.P.F. Rules, and had no opportunity to opt for the Pension Scheme. Family pension is granted only to those who are governed by normal Railway Pension Rules. It will, therefore, not be possible to consider any payment of ex-gratia pension to the widows of ex-gratia pensioners.

(iii) *Grant of some exgratia pension relief to those staff who retired under the SRPF Rules after 1-4-57.*

This matter was already under consideration in consultation with the Ministry of Finance.