

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) and (b) According to information furnished by the Delhi Administration, post-fixation in all the schools of District East has since been finalised, with the exception of the following schools :—

- (1) Vidya Gyan Mandir School, Pahari Dhiraj, Delhi; and
- (2) Ramjas No. 1, Darya Ganj, Delhi.

The Managements of these schools did not furnish the complete information. They have been asked to furnish the information immediately, so that the post-fixation could be finalised at the earliest.

(c) Post-fixation for the previous years had been taken up on the actual enrolment as on 1st September every year. Moreover, the norms for post-fixation were finalised later.

(d) This year enrolment as on 14 May, 1982 was taken into consideration except in case of Class XI. It was done on the basis of admission plan. Post-fixation was finalised by the end of July and the final exercise will be on the basis of actual enrolment as on 1st September.

Connection Idukki Distt. by Railway Line

4193. SHRI A. NEELALOHITHADASAN NADAR : Will the Minister of RAILWAYS be pleased to state the details of progress, if any, made in the directions of connecting the Idukki district of Kerala by the Railway line ?

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

A survey for conversion of Madurai-Bodinayakanur Metre Gauge section into Broad Gauge and Constitution of a new Broad Gauge Railway line between Cochin

and Bodinayakanur has been including in the 1982-83 Budget. The question of connecting Idukki district of Kerala with this line will also be examined by the Survey Team for this line.

मुगलसराय में ठेकेदार के अधीन कार्य कर रहे पासल श्रमिक

4194. श्री रामावतार शास्त्री : : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 250 पासल श्रमिकों ने 1 अक्टूबर, 1977 से 26 अगस्त, 1978 के दौरान रेलवे के अधीन मुगलसराय में 236 दिन कार्य किया है,

(ख) यदि हां, तो क्या यह भी सच है कि इन दिनों उन्हें एक ठेकेदार के अधीन कार्य करना पड़ता है,

(ग) यदि हां, तो उन्हें रेलवे में स्थायी न किये जाने के क्या कारण हैं,

(घ) क्या यह भी सच है कि उनके संगठन ने तत्कालीन रेल मंत्री को 9 दिसम्बर, 1980 को एक ज्ञापन भेजा था, और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्रालय तथ. संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क) से (ङ) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

Ratio of leave reserve staff for S and T staff

4195. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) the stipulated ratio of leave reserve staff for S and T staff, grade-wise;

(b) the number of staff in each grade Railway-wise and the number of leave reserve posts operated for them in each Railway, grade-wise; and

(c) if the staff is in short of required strength, when the posts will be filled up ?

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

(a) 15 to 25% for Inspectorial/Supervisory staff and such Class III & IV staff as require replacement for short periods for smooth & efficient working and 12.5% prescribed for Office Clerks, Workshop staff and such other staff who need not be replaced for short periods (Class III and skilled).

(b) Presumably, the reference to details in respect of Leave Reserve posts etc. is to 5 Zonal Railways mentioned in Shri Ramavatar Shastri's earlier Unstarred Question No. 9125 answered in the Lok Sabha on 22nd April, 1982. Accordingly a statement is attached.

(c) Efforts are being made to meet the shortfall shortly.

Statement

Leave Reserve in S & T Department

Railway	No. of L.R. working in each grade		Requirements as per prescribed percentage	Shortfall if any
	Grade	No. of posts		
	Rs.			
Eastern	425—700	37	37	—
Northern	425—700	48	52	4
	380—560	62	65	4
	330—480	29	29	—
	260—400	169	171	2
	210—290	90	117	27
	200—250	40	48	8
	196—232	191	191	—
North Eastern	445—700	11	11	—
	380—560	15	15	—
	330—560	13	13	—
	330—480	11	11	—
	260—430	8	8	—
	260—400	366	366	—
	250—400	2	2	—
	210—290	52	52	—
	200—240	14	14	—
	196—232	259	259	—
N.F.	380—560	14	14	—
	330—560	25	25	—
	330—480	10	10	—
	260—400	67	67	—
	210—290	19	19	—
	200—250	15	15	—
	196—232	114	114	—
Western	425—700	52	61	9
	380—560	34	37	3
	330—560	9	9	—
	330—480	30	31	1
	260—400	147	166	19
	210—290	12	12	—
	196—232	385	433	48