

maintained for the employees working at Carnac Bridge Goods Shed on Western Railway; and

(b) if so, under what rules and what principles are adopting in keeping two such lists?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA):** (a) There is one seniority list for each category of staff in a unit except for the category of Goods Clerk.

(b) Since its inception, the Goods Depot at Carnac Bridge has been a self-contained Unit divided into five separate and self-contained Sections. In September, 1957 seniority of these staff was merged with the cadre of Goods Clerks on Bombay Division. Subsequently, a revised decision was taken in consultation with the Labour Unions that (i) for the Goods Clerks appointed prior to 1.5.1951, the five sections would be treated as separate units; and (ii) for those appointed after 1.5.1951, there would be a common seniority list covering the five sections of the Goods Shed. Options were given to the former for coming over to the common pool of seniority.

#### Measures to Prevent Railway Accidents

**1601. SHRI M. RAM GOPAL REDDY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a major Railway accident was averted on the electric Train track between Chetpur and Egmore near Gangu Reddy Station level crossing on the Southern Railway due to a crack, in February last, as a result of the vigilance of a railway employee; and

(b) what steps Government propose to take to prevent accidents to Railways?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA):** (a) On 24.2.1971 the Signal and Interlocking Maintainer, Electrical, Madras Egmore, while attending to the failure of the gate signal, found that a rail had fractured at km. 5/13-14 on the Up Suburban line between Chetpur and Madras Egmore. On receipt of this information, the Permanent Way Inspector rushed to the site and restored the track with a speed restriction of 8 kmph. Thereafter the rail was renewed the same day,

(b) Cracks in rails occasionally occur when the rails in the track are old. The Keymen during their daily beats keep a watch on the track and report immediately, if any cracks or any other unusual developments are noticed. In addition ultrasonic flaw detectors are used on important lines to detect defective rails with a view to replacing them. Thus the track is systematically inspected and looked after by the permanent way staff to avoid any accident due to crack etc. in rails.

#### मुरादाबाद डिवीजन में डीजल इंजन चलाने में प्रशिक्षित कर्मचारियों की पदावनति

1602. श्री चंद्रिका प्रसाद :

श्री नाथूराम अहिरवार :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मुरादाबाद डिवीजन में डीजल इंजन चलाने में प्रशिक्षित किये गये रेलवे कर्मचारियों की पदावनति करने के बारे में उनके अधिकारी विचार कर रहे हैं; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

**रेल मंत्री (श्री हनुमंतैया):** (क) और (ख). 1965 में यह विनिश्चय किया गया था कि ड्राइवर सहायक (डीजल) के पदों को मैट्रिक पास यथोचित रूप में प्रशिक्षित फायरमैनो से भरा जाय। बाद में, जुलाई 1967 में यह विनिश्चय किया गया था कि डीजल और बिजली के विभिन्न पदों पर भाप इंजनों के फालतू कर्मचारियों को समाहित करने की दृष्टि से इन पदों के लिए विहित शैक्षणिक अर्हताओं पर बल देना जरूरी नहीं होगा। इसके फल-स्वरूप, कुछ ऐसे वरिष्ठ कर्मचारी जो मैट्रिक पास नहीं थे और इसलिए 1965 के आदेशों के अनुसार ड्राइवर सहायक (डीजल) के प्रशिक्षण के लिए नहीं भेजे जा सके थे, उन्हें उनकी वरिष्ठता के अनुसार तैनात करना पड़ा। प्रशिक्षण पूरा हो जाने के बाद ऐसे कर्मचारियों को तैनात करना होगा और उन कनिष्ठतम