

मलिकम रेलवे के गार्डों का स्थानान्तरण

1338. श्री हुकम चन्द कल्याण ;
श्री राम सिंह क्षमरवास :

क्या रेलवे मंत्री यह बताने की कृपा
गे कि :

(क) क्या यह सच है कि मातृशक्ति
स्थानान्तरण के कारण पश्चिमी रेलवे के गार्डों
को निवास स्थान आदि की बहुत सी कठि-
नाइयों का सामना करना पड़ रहा है;

(ख) क्या यह भी सच है कि उनके
स्थानान्तरण के कारण उनके बच्चों की शिक्षा
में बाधा पड़ती है और एक स्कूल में दूसरे स्कूल
में जाने के कारण उनका एक वर्ष बेकार हो
जाता है ; और

(ग) यदि हाँ, तो उनकी कठिनाइयों को
दूर करने के लिये क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री जे० मु० पुनाचा):

(क) प्रावधिक स्थानान्तरणों के कारण
होने वाली कठिनाइयों के बारे में गार्डों ने
अभ्यावेदन किये हैं ।

(ख) जी नहीं । प्रावधिक स्थानान्तरण
स्कूल का सब समाप्त होने पर किये जाने हैं
ताकि बच्चों की पढ़ाई में बाधा न पड़े ।

(ग) स्थानान्तरण कम से कम किये
जाते हैं ।

Prospecting of Mines at Ingaldal,
Mysore

1339. Shri Mohammed Imam: Will
the Minister of Steel, Mines and
Metals be pleased to state:

(a) since when the prospecting
of the copper sulphate and pyrites
Mines at Ingaldal Chitradurga My-
sore State has been going on;

(b) the expenditure incurred there-
on so far; and

(c) whether any assessment has
been made of the quantity of ore
available in this area?

The Minister of Steel, Mines &
Metals (Dr. Chenna Reddy): (a) The
Mysore Geological Department for the
first time conducted survey for pyrite
and copper sulphate deposits at Inga-
ladahalu between 1939 and 1949. This
was followed up by geophysical sur-
veys by the Geological Survey of India
in 1951 and the work of investigation
was carried forward again by the
Mysore Geological Department by
means of detailed drilling.

Detailed geological mapping on
modern lines was carried out by the
Geological Survey of India in that
area in 1967-58 which was subsequent-
ly followed up by the State Govern-
ment by exploratory drilling. During
1966-67, the Geological Survey of
India has also carried out some preli-
minary work in the adjoining areas of
the Ingaldahalu belt.

(b) No separate account of expendi-
ture is being maintained by the Geo-
logical Survey of India for such in-
vestigations.

(c) Reserve of copper ore are esti-
mated at one million tonnes and those
of pyrites at three million tonnes.

Over-Bridges at Railway Crossings,
Jhajjar and Jind

1340. Shri Randhir Singh: Will the
Minister of Railways be pleased to
state:

(a) whether there is a proposal for
the construction of over-bridges or
putting up any other device at (i)
railway crossing, Jhajjar Road, Roh-
tak, (ii) railway crossing Jind city
and (iii) railway crossing on Delhi-
Sonapat Road in Haryana State to
give relief to travelling public who
have to wait for hours together when
these railway crossings are closed;

(b) if so, when; and

(c) if not, the reasons therefor?

The Minister of Railways (Shri
C. M. Pannacha): (a) There are no
proposals so far, for the replacement
of the existing level crossings at Roh-

tak, Jind and Sonapat by road over/underbridges.

(b) Does not arise.

(c) Under the extant rules, the Railways construct road over/underbridges in replacement of any of the existing busy level crossings provided the schemes are sponsored by the State Government and further the State Government Road authority agree to bear their share of the cost. The concerned State Government have not so far sponsored proposals for replacement of any of these level crossings by road overbridges.

Railway Porters

1341. Shri Balraj Madhok:
Shri Hardyal Devgun:

Will the Minister of Railways be pleased to state:

(a) the steps taken for the welfare and security of railway porters since the independence; and

(b) the manner in which lakhs of rupees collected from railway porters annually as license fees are being utilised?

The Minister of Railways (Shri C. M. Poonacha): (a) The Licensed Porters, who were, prior to 1947, generally employed through contractors, are now licensed direct by the Railways, so that they may enjoy security of tenure as long as their work and general conduct are satisfactory.

Other steps taken for their welfare are—

(i) Free 'out-patient' medical treatment is provided to licensed porters for self only; and

(ii) Bipartite Committees are formed at important stations to redress their grievances.

The portage charges have been recently reviewed by the Railways and rates enhanced wherever necessary.

(b) The amount of licence fee collected is utilised towards the cost of supervisory staff and supply of uniforms wherever provided by the Railways. The licence fee is fixed on "no-profit-no-loss" basis just to cover the above expenditure.

Railway Employees of Chittaranjan Locomotive Workshop

1342. Shri Devan Sen: Will the Minister of Railways be pleased to state:

(a) the names of employees of the Chittaranjan Locomotive Workshop, who have been dismissed under the President's order since 1960; and

(b) whether Government propose to revise the said order, thereby enabling the dismissed persons to resume their duties?

The Minister of Railways (Shri C. M. Poonacha): (a) None was dismissed; only one employee, Shri Shambhu Nath Dey, was, however, removed from service.

(b) No.

Pay Scales of Skilled Labour on Railways

1343. Shri Devan Sen:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether there are two categories of skilled labour on the Indian Railways, one recruited from the Khalasis (unskilled labourers) and the other from the Trade Apprentices (after undergoing 5 to 3½ years schooling) direct;

(b) if so, whether both are paid the same scales;

(c) whether in view of several years' training and the extra expenditure involved, Government propose to give the skilled personnel recruited from Trade Apprentices, a higher scale; and