

Nilgiri Express by a III class sleeper coach when more sleeper coaches are built and become available.

There is no proposal to run a sleeper coach from Salem for attaching it to Tuticorin Express. At present one composite I and III class through coach is running between Salem and Madras Egmore by 813 Dn. Salem-Variddhachalam Passenger|104 Up Tuticorin-Madras Express and 103 Dn. Madras-Tuticorin Express|814 Up Vriddhachalam-Salem Passenger. This type of coach provides only sitting accommodation in the third class portion. Replacement of this composite coach by a third class sleeper coach is not desirable as the first class traffic will then be left uncared for.

No room is available on any of these Express trains for attaching an extra coach as a regular measure.

Confirmation of Class III Drawing Staff of N.E. Railway

6195. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are cases of Class III Drawing Staff of North Eastern Railway not having been confirmed so far although they have put in 10 to 15 years of Service; and

(b) if so, the reasons therefor and the steps taken to remove this anomaly?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) In most of the cases, the posts have been created for handling works which are of temporary nature and as such they have to be continued as temporary.

Leave Reserve Strength of Drawing Staff on Railways

6196. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether as per extant rules, 10

per cent leave reserve posts of the permanent strength of staff, are provided to all the categories of Railways;

(b) whether it is a fact that this provision is not made to the category of drawing staff on the North Eastern and some other Railways; and

(c) if so, the reasons therefor and the steps taken to remove this anomaly?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No, Sir. The leave reserve for various categories of staff is to be provided on varying percentages.

(b) Except on the North-Eastern Railway and two offices on the Northern Railway, leave reserve has been provided in the category of Drawing staff.

(c) This is because of fixation of the cadre on actual job analysis. There is no anomaly in this process.

Selection of Draftsman on Northern Railway

6197. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a selection for the posts of Draftsman grade Rs. 260-350|335-485 A. S. was held on the Northern Railway in April, 1961 and 48 candidates were called for the same;

(b) whether a panel of 9 successful candidates was announced and later on one more was added;

(c) whether a second selection to empanel four persons in the same grade was held in November, 1962 and 16 eligible candidates were called for the same;

(d) whether three juniors who could not be called for the second selection were added to the panel of first selection after the lapse of 17 months after part interviews for the second selection were also over;

(e) whether one more name was added to the first panel after the lapse of 5 years and the total number on panel now stands 14, which is against the rules; and

(f) the action taken on the representations of staff against the above irregularities?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes.

(b) and (e). A provisional panel of 9 names was announced in July 1961, pending consideration of the absentees who did not appear at the selection. After the absentees were also considered, a panel of 12 was finally announced in November, 1962. One of the employees had taken the question of his seniority to Court. When the question of seniority was finally decided in his favour, his name had to be interpolated in the panel on account of his seniority and the fact that he had qualified in selection. Thus, the number of persons in the panel rose to 13 due to abnormal circumstances.

(c) Yes.

(d) No.

(f) There has been no irregularity and the representationists were replied accordingly.

रेलवे कर्मचारियों को सुविधायें

6198. श्री चन्द्रशेखर सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे कर्मचारियों को केन्द्रीय सरकार के कर्मचारियों के समान समझा जाता है;

(ख) क्या उनको भी आवास, डाक्टरी उपचार आदि की सुविधाएँ दी जाती हैं जो कि केन्द्रीय सरकार के कर्मचारियों को उपलब्ध हैं;

(ग) यदि नहीं, तो इसके क्या कारण हैं? और

(घ) इस विषयता को दूर करने के लिये सरकार क्या कार्यवाही करना चाहती है ?

रेलवे मंत्री (श्री चे० सु० पुनाचा) :

(क) से (घ). वेतन आयोग की सिफारिशों को कार्यान्वित किये जा के फलस्वरूप वेतनमान और सेवा की अन्य शर्तें सामान्यतः वे ही हैं जो केन्द्रीय सरकार के अन्य कर्मचारियों के लिए हैं।

रेलवे कर्मचारी भी चिकित्सा-सुविधाओं और सरकारी निवास के पात्र हैं, लेकिन इस सम्बन्ध में कुछ भिन्नता है क्योंकि उनका निर्धारण रेल संचालन की शर्तों को ध्यान में रखकर किया गया है।

Manufacture of Machine Tools

6200. SHRI S. R. DAMANI: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the machine tools industry in India is faced with problems of marketing;

(b) if so, whether Government propose to undertake a census of machine tools indigenously produced;

(c) whether any survey of actual requirements of machine tools in the country has been made; and

(d) the steps which Government propose to take to ban the import of tools that are manufactured in the country?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Due to industrial recession, there was of late, been a steep fall in the demand for machine tools. As a result, manufacturers of machine tools in the country have been carrying sizeable stocks