

वस्तुओं को चढ़ाने-उतारने के लिए गाड़ियों को रोक रखने आदि के कारण 17 डाउन मद्रास-दिल्ली जनता एक्सप्रेस (जिसका झांसी से छूटने का अनुसूचित समय 09-00 बजे है) कुछ समय से झांसी से अपने अनुसूचित प्रस्थान समय के बाद छूटती है।

(ग) जी हां, इस गाड़ी का समय पर चलना सुनिश्चित करने के लिये प्रत्येक प्रयास किया जा रहा है।

REVERSION OF CLASS III STAFF IN RAILWAY ELECTRIFICATION PROJECT

3996. SHRI CHITTARANJAN ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the fact that a large number of Class III staff working in the Railway Electrification Project faces reversions when they will be transferred to the open line Railways;

(b) whether Government propose to frame a policy so that promotions held on the Railway Electrification are recognised by the open line Railways; and

(c) the steps Government propose to take to save the Class III Staff working in the Railway Electrification Project from the impending reversions while on their transfer to open line Railways ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c). A large number of Class III staff in the Railway Electrification have been drafted from the various Railways. Some of them would have come on promotion and yet some others would have got promotion after coming to the Railway Electrification. The promotions which the staff got in the Railway Electrification are treated as purely temporary so long as they work in that Organisation.

As far as the position on the parent railway is concerned, the staff will, on

reversion from the Railway Electrification, have to be posted to such posts which they would have held on the parent railway had they not proceeded on transfer to the Railway Electrification. If, however, a special consideration is given to such staff on their reversion to the parent railways, it will result in discontentment among the staff who are already working in the parent cadres. The latter will have a genuine grievance that the former set of staff had already gained benefits by going out of the parent cadre and that that advantage is being perpetuated by the administration at their cost. Considering the claims of both the groups of employees together, Government consider that those who had gone to the Railway Electrification and have gained promotions should not be placed at a more advantageous position than their seniors in the parent cadres.

As regards recognition of selections held in the Railway Electrification, the position is that the field of selection in a Project will be really different from that on a regular Railway. The standard of selection in a Project may tend to be somewhat on the liberal side as the selections are intended to fill only the temporary posts in the Project which will cease to exist after some period. In a railway, a selection will be a rigorous one, as selected persons will not only get confirmation in the grade but will also be on the run for further promotions in their career. Standing orders already exist that persons who have got promotion on a different railway or organisation during the period of temporary transfer should not be automatically considered for any preferential treatment on the parent railway in the matter of promotion to higher grades and that the normal rules should be applicable for filling the posts in the parent cadres. However, the report on the performance in the higher grades in the borrowing units will be taken into account among other things when a selection is held in the parent cadre of such employees. There is no justification for deviating from the general orders in the case of the staff employed in the Railway Electrification Project alone.