

tions in typing and not otherwise as per Board letter No. PC 69/SP 1/STS dated 16th December, 1969 and on the contrary a directly recruited teleprinter operator is not eligible for any special pay since he does not possess additional qualifications in more working ;

(c) whether it is a fact that the wireless operators possess requisite additional qualifications as stated in Board letter No. PC 69/SP 1/STS dated 16th December, 1969 and work on Teleprinters for more than 10 days in a month ; and

(d) if so, the reasons for not granting them Special pay for working on Radio Teleprinters ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) No.

(b) No. A special pay of Rs. 15/- per month is granted to the Signallers when employed as Tele-printer Operators for they were not recruited to work as teleprinter operators. Type writing work is inherent in the teleprinting service. The Tele-printer Operators recruited directly are not granted any special pay.

(c) and (d). Wireless Operators rendered surplus due to installation of microwave are utilised as Tele-printer Operators. Their scale of pay is Rs. 150-300, which is considerably higher than those of the Signallers with special pay, namely Rs. 110-200 or 150-240. In fact, their existing pay as Wireless Operators has been protected without a fall.

**Non-payment of special pay to Signallers on the utilisation of Wireless Operators on Microwave Teleprinters (Southern Railway)**

4697. SHRI C. CHITTYBABU : Will the Minister of RAILWAYS be pleased to state :

(a) how many wireless operators would have been rendered surplus if they were not deployed on Microwave Teleprinters on Southern Railway ;

(b) whether it is a fact that the Wireless Operators on Southern Railway are deployed

on Microwave Teleprinters since they are only competent vide GM/MAS No. P (RT) 469/III/363 and not because they were rendered surplus to requirements ;

(c) how many Signallers were deprived of special pay for working on Teleprinters consequent on the utilisation of wireless operators on Microwave Teleprinters on Southern Railway ;

(d) whether it is a fact that Signallers only operate at Hubli and Bezwada on Microwave Teleprinters links established between Hubli/Madras and Bezwada/Madras : and

(e) if so, the reasons for not following similar procedure on Southern Railway also ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) to (c). The information is being collected and will be placed on the Table of the Sabha.

**Special pay to Signallers Working on Teleprinters on Southern Railway**

4698. SHRI C. CHITTYBABU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Signallers working on Teleprinters on the Central Railway are paid 10 per cent of pay as special pay ;

(b) if so, what are the reasons for reducing the emoluments of the Signallers working on Teleprinters on Southern Railway from 1st February, 1968 ;

(c) whether it is also fact that the Signallers working on Teleprinters on Southern Railway were paid 10 per cent of pay as Special Pay vide Board's letter No. E (S) 1-57/TRB 30 dated 31st December, 1957 ;

(d) whether Government are aware that by payment of Rs. 15/- at flat rate the emoluments of the incumbents enjoyed over 10 years even after the implementation of Second Pay Commission's recommendations were reduced ; and

(e) if so; what action has been taken to restore the order contained in Board's letter No. E (S) 1-57/TRB 30 dated 31st December, 1957?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) Although a special pay at the rate of 10% of pay subject to a minimum of Rs. 15/- p. m. was revised to a flat rate of Rs. 15/- p. m. under Board's letters No. PC-60/PS-9B/7 dated 24.2.61 and No. PC-61/SP-1/TC-1 dated 18.5.62, due to a misapprehension, the Central Railway continued to pay the special pay at the old rate of 10% of pay upto 30.11.70. Instructions have since been issued to the Central Railway that the special pay should be paid to these staff at the flat rate of Rs. 15/- p. m.

(b) and (c). Similarly, due to a misapprehension, the Southern Railway were also paying special pay at the old rate of 10% of pay upto 5.3.68. Thereafter, they have been paying the special pay at the correct rate of Rs. 15/- p. m. to these staff.

(d) and (e). Does not arise in view of answer to parts (a), (b) and (c) above.

#### **Linking of Nirmali and Bhabtiahi by a Railway Bridge**

4699. **SHRI BHOGENDR JHA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether trains have resumed running on the Railway line from Bhabtiahi and Barbhitha-Supaul on the North Eastern Railway;

(b) whether it is proposed to link Nirmali and Bhabtiahi by a Railway bridge over river Koshi to enable resumption of train services; and

(c) if not, the reasons therefor?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** (a) With effect from 16-11-70, two out of three pairs of passenger trains on Supaul—Thurbhitha Section have been extended to run to and from Bhabtiahi station, since renamed Saraigarh.

(b) and (c). An appreciation is being made by the North Eastern Railway to determine the justification for the linking of Nirmali and Bhabtiahi on the opposite sides of the Kosi river. Further consideration to this proposal will be given after the appreciation report is received from the Railway.

#### **Automatic Speed and Train Stop Equipment for Railway Engines**

4700. **SHRI LOBO PRABHU:** Will the Minister of RAILWAYS be pleased to state the reasons why in view of the recent accidents at Perambur and elsewhere automatic speed and train stop equipment has not been installed on Railway engines passing through crowded Stations?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** It has already been decided to introduce Automatic Train Control on Indian Railways. Provision of this facility on Howrah-Delhi trunk route has been approved and the work has been taken in hand. Based on the experience gained, availability of resources including the extent of indigenous manufacture, Automatic Train Control will progressively be installed on other trunk routes where trains run at speeds of 120 km per hour or above and suburban section of Calcutta, Bombay and Madras.

#### **Utilisation of land beyond limits required for Railways**

4701. **SHRI LOBO PRABHU:** Will the Minister of RAILWAYS be pleased to state the area of land beyond limits required for the Railway, which is lying idle and what arrangements have been made to lease it and what steps have been taken to watch progress?

**THE MINISTER OF RAILWAYS (SHRI NANDA):** Presumably the information required is regarding surplus cultivable railway land. If so, the total area of such land on Railways was 1.21 lakhs acres as on 31-3-1968, upto which period only information is readily available.

Where there is demand, surplus cultivable railway land is licensed to the cultivators either directly or through the State Govern-