

बड़ी स्टेड्स में जैसे यू० पी, मध्य प्रदेश, बिहार में बैचिंग बनानी होगी। मैं पूछना चाहता हूँ कि कई स्टेड्स से मांग आई है कि हाई कोर्ट बैचिंग खोली जाये तो बैचिंग खोलने का आपका क्राइटीरिया क्या है? आखिर तीस साल में सरकार ने कई क्राइटीरिया बनाया होगा कि कहाँ पर हाईकोर्ट की बैच खलेगी।

**श्री शक्ति भूषण :** मान्यवर, जैसा मैंने पहले कहा कि ला कमीशन को हमने सुपुर्द किया हुआ है और वह विचार कर रहा है लेकिन वह बैचिंग के बारे में नहीं है। ला कमीशन जा इस बात का देख रहा है कि एरियर्स को किस्यर करने के लिए, जो वाद है उन पर जल्दी में जल्दी निर्णय कर दिये जाये—उसके लिए क्या क्या किया जा सकता है। बैच बनाने के बारे में, जैसा मैंने पहले कहा, यह एक विवादास्पद प्रश्न है कि हर जगह बैचिंग बन जाये ताकि ज्यादा दूर न जाना पड़े और हाई कोर्ट भी एफीशिएन्सी से काम कर सके। ला कमीशन ने कहा है कि यह अच्छी बात नहीं है। जनता पार्टी की सरकार ने अभी इस नीति पर विचार नहीं किया है। (अध्यक्ष) इसलिए नहीं किया है कि सुझाव के बारे में अभी पूरी जानकारी प्राप्त नहीं हुई है। अभी सिर्फ उत्तर प्रदेश से एक सुझाव आया है लेकिन हाईकोर्ट का उसके बारे में क्या मत है जब तक वह न मिल जाये क्योंकि हाईकोर्ट से भी इसका सम्बन्ध है और तब तक चीफ जस्टिस से जानकारी न हो सके कि उनका क्या मत है तब तक कैसे विचार दिया जा सकता है। विचार तभी हो सकता है जब उसके बारे में जो भी मत है वह सब मालूम हो जाये (अध्यक्ष)

**SHRI KANWARLAL GUPTA :** Has the Government decided upon any norms? That I wanted to know.

**MR. SPEAKER :** That is under consideration. This is what he is saying. Question No. 855.

**SOME HON. MEMBERS rose.**

**MR. SPEAKER :** No please. Question No. 855.

**Plan to step up coal wagon loading**

**\*855 SHRI MANORANJAN BHAKTA :** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have worked out a plan to step up coal wagon loading in the country; and

(b) if so, what are the main features thereof and how it is being implemented?

**THE MINISTER OF RAILWAYS (PROF MADHU DANDAVATE) :** (a) and (b). Railways are constantly endeavouring to maximise the loading of coal so as to satisfy the demands of the various sectors as assessed from time to time. In this endeavour Railways are also maintaining close liaison with the concerned Departments of the Government, like Department of Coal, Department of Energy and other State Governments. Additional assets by way of more wagons and engines are also being created as found necessary to enable the Railways to meet the overall loading targets, including coal.

**SHRI MANORANJAN BHAKTA :** Though the reply of the Minister is not very clear, I would like to request the Minister of Accidents to let me know what is the loading position of Black Coal to Power Houses and to brick kilns and what is the pit head stock at collieries today, as compared to the last year?

**PROF MADHU DANDAVATE :** Firstly, let me inform the House that in 1976-77, 82 million tonnes of coal was moved. In 1977-78 84 million tonnes of coal was moved and in 1978-79 we have made arrangements to move 87 million tonnes of coal.

He has asked the second question about the pit head stocks. I am not able to give that figure just now. I would like to receive notice.

I would however like to give another aspect of that.

It has been our unfortunate experience, at a number of coal pits for some time that where we sent a full rake for collecting coal for movement we found that at some of the coal pits, stocks were not sufficient to fill up the rake immediately in the prescribed time and send back all the Wagons loaded, with the result that the number of wagons that were left behind per day were of the order of about 900. That was pointed out to the Coal Department. They immediately moved in the matter and, therefore, that defect is getting completely eliminated and as a result of that, in the coming months, there will not be much difficulty about the movement of coal.

**SHRI MANORANJAN BHAKTA:** In view of the reply given by the hon. Minister, I would like to know whether he would assure coal supply to the industries fully.

**PROF. MADHU DANDAWATE:** It is not the business of the Railway Minister to assure that there will be coal supply. My only assurance will be, whatever be the coal that will be filled or loaded on the wagons, those wagons will move swiftly. There is one 'if'. What is happening is that to-day we are utilising certain wagons for the movement of coal. At times, because of bottlenecks, the movement starts rather late. If it starts in time, in case they come to the other end, they are unloaded and some wagons have to be utilised for other commodities, if those commodities also can be loaded quickly without much loss of time, and if there is no bottlenecks, I can assure the House that problem will be solved.

In the end, I will assure the Members that to-day there is no inadequacy of the wagons. We have 3,97,000 wagons to-day in our possession and even if all the commodities including coal are to be moved effectively, on the broad gauge, we require to load 28,000 wagons per day. On the metre-gauge we require to load 7,000 wagons per day. On the whole we require to load 35,000 wagons per day. I can assure the entire House that abundant wagons will be available for the movement provided there are no bottlenecks created by the industrialists and others.

**SHRI C. N. VISVANATHAN:** I would like to know from the hon. Minister whether he has taken any special steps to send the coal from the coal-mines to the Madras Thermal Station. Sir, during the discussion on the Calling Attention Motion, the hon. Minister has assured the House that he will take immediate steps. But, Sir, so far, no steps have been taken. The Madras Thermal Station is having only five days' stock of coal. If the coal is not coming properly, it will affect the area under the Madras Thermal Station as well as the entire Madras City. So, I want to know whether he will take immediate steps to improve the situation.

**PROF. MADHU DANDAWATE:** We have already received a communication from the Tamil Nadu State Government and we have gone into the matter. We have taken necessary steps and necessary instructions have already been issued.

I can assure the hon. Member that there will be no dislocation in the movement of coal due to want of wagons.

श्री लालू प्रसाद : मैं यह कहना चाहता हूँ कि कोयला एक ऐसी चीज है जोकि खाना पकाने से ले कर ईंटें पकाने के काम में जाता है और बगनों के सम्राट में ट्रकों से लोगों को कोयला मंगाना पड़ता है जिस से लोगों को

काफ़ी महंगा कोयला पड़ता है । यह कोयला ऐसी चीज है, जिस से सरकार की छवि बनती है और बिगड़ती है । इसलिए मैं मंत्री जी से यह जानना चाहूंगा कि आप्र भ्रष्टाचार रहित बैगने लोगों को उपलब्ध कराने के लिए क्या कर रहे हैं ? एक बैगन या दा बैगन अगर किसी को लेना होता है, तो उम में घूसखोरी चलती है और जो ठेकेदार ज्यादा पैसे दे देता है, उम को बैगनस मिल जाते हैं और दूसरों का नहीं मिलते हैं । मैं यह भी जानना चाहता हूँ कि हर घर में, उत्तर बिहार से लेकर दक्षिण बिहार तक और देश के तमाम कोनों में कोयला आसानी से पहुँच सके उम के लिए आप्र क्या कर रहे हैं और भ्रष्टाचार को रोकने के लिए आप्र क्या कर रहे हैं ?

श्री० मधु दंडावते : मैंने पहले ही जवाब दे दिया है कि कोयलाकें मूवमेंट के सिलसिले में जो दिक्कतें थी, उन के बारे में जा कुछ करना था, वह हम लोगों ने किया है और मैं यह भी बताना चाहता हूँ कि एक टास्क फोर्स सेट अप की गई है जिस में रेलवे, इंडस्ट्री, डिपार्टमेंट आफ कोल और मेट्रोल इलेक्ट्रिसिटी अथॉरिटी, इन सब के नुमायन्दे हैं और उन लोगों की तरफ से कॉन्सल्टेशन ठीक ढंग से हो रहा है और हम लोगों की तरफ से कोशिश की जाएगी कि सब जगहें जहाँ कोल की आवश्यकता है, किसी भी काम के लिए आवश्यकता है, वहाँ काल बैगनस की कमी नहीं होगी और न उम की गमी होने देगे ।

श्री लालू प्रसाद : भ्रष्टाचार के बारे में नहीं बताया । जा चोरी हाती है और जो घूसखोरी चलती है, उम के लिए भी मंत्री जी बताएं ।

MR. SPEAKER: That is a broader question. It cannot be answered in the Question Hour.

SHRI MOHD. SHAFI QURESHI: Sir, the Hon. Minister has stated that he is in a position to supply all the wagons for loading coal. And he has stated himself that from the pit-heads when the coal wagons are sent, 900 wagons every day are returned without loading. So, it is not the efficiency of the Railways which is involved, but it is because of the inefficiency of the Coalmines Department, because, they are not able to produce coal. So, my question is this: Will the hon. Minister assure this House that he will be able to take up all the coal for loading if the efficiency of the (Coalmines Department) is improved?

PROF. MADHU DANDAVATE: Sir, the Hon. Member has stressed only one aspect. I said that there was a time when 900 wagons per day were held back. But, after that time, the situation has now improved. I have got with me some figures. Today the position has improved.

The pit-head stock as on 31-3-78 was of the order of 12.46 million tonnes and there will be no difficulty in this regard, as far as the Railway Ministry and the Coal Department are concerned. We will manage it.

SHRIMATI PARVATHI KRISHNAN: Sir, the Minister has given his answer with ifs and buts. Now, he is in a mess. In Kothagudem, there is a strike and, as a result, there is a difficulty in the movement of coal. Will the Minister consider taking this up with the Ministry of Energy and the Ministry of Finance so that that is settled immediately so that coal is available to be moved in your empty rakes which will be there because, in less than five days, they have to supply coal to the Thermal Station. This is being neglected.

PROF. MADHU DANDAVATE: All steps including consultation with the various ministries which will help in tackling the problem including the suggestion which the hon

Member has made will be taken into account and that will be done immediately. I assure the House that all that is necessary in this Direction will be done.

**WRITTEN ANSWERS TO QUESTIONS**

**दक्षिण रेलवे में रिक्त पदों का भरा जाना**

\*843. श्री हुकमचन्द कछवाय : क्या रेल मंत्री दक्षिण रेलवे में अवर श्रेणी लिपिक और उच्च श्रेणी लिपिक के पदों के बारे में 13 दिसम्बर, 1977 के अतारंकित प्रश्न संख्या 3751 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) दक्षिण रेलवे में अवर श्रेणी लिपिक तथा उच्च श्रेणी लिपिक के क्रमशः 237 तथा 11 पदों को कब भरा जायेगा; और

(ख) क्या इन पदों में अनुसूचित जातियों तथा अनुसूचित जनजातियों के लिए आरक्षित कोटा भरा जायेगा और यदि हां, तो पदोन्नति तथा सीधी भर्ती द्वारा अलग-अलग कितने पद भरे जायेंगे ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) अभी तक अवर श्रेणी लिपिकों के 40 पद तथा उच्च श्रेणी लिपिकों के 7 पद भरे गये हैं। शेष पद जल्दी ही भर दिये जायेंगे।

(ख) अवर श्रेणी लिपिकों के 197 खाली स्थानों में से 52 स्थान पदोन्नति द्वारा तथा 145 स्थान सीधी भर्ती द्वारा भरे जाने हैं। 52 खाली स्थानों में से तीन स्थान अनुसूचित जाति और एक स्थान अनुसूचित जनजाति के उम्मीदवारों के लिए आरक्षित हैं। सीधी भर्ती द्वारा भरे जाने वाले 145 खाली स्थानों में से अनुसूचित जाति और अनुसूचित जनजाति के उम्मीदवारों के लिए 17-17 स्थान आरक्षित हैं।

उच्च श्रेणी लिपिकों के अभी भरे जाने वाले चार खाली स्थानों में से एक स्थान अनुसूचित जातियों के लिए और तीन स्थान अनुसूचित जनजातियों के लिए आरक्षित हैं।

**Establishment Code**

\*844. SHRI PHOOL CHAND VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether from 1956 to 1982 about a thousand officers well qualified and experienced in the development of railways were not treated at par with other direct recruits engaged in identical nature of work;

(b) whether to favour one group of officers who are termed as direct recruits on the Railways, the Establishment Code was amended to call these officers unclassified during the emergency in the face of judicial pronouncement and Supreme Court verdict dated 22nd December 1959; and

(c) if so, whether the amendments of Establishment Code is proposed to be repealed?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes, Sir. To meet the Railway requirements envisaged in connection with Five Year Plan Works, 1089 Temporary Officers, were recruited on the basis of interview conducted by the Union Public Service Commission and not on the basis of Competitive examination, which is the mode of recruitment to Established Railway Services. According to the terms and conditions of their appointment, they were not to be classified either as Class I or Class II Officers, but they were given the Class I scale of pay. They were eligible to be considered for permanent absorption in Established