

भारतीय रेलों के लिये वर्ग 'क' (श्रेणी-I) के यांत्रिक इंजीनियरों की भर्ती संघ लोक सेवा आयोग द्वारा दो विधियों से की जाती है।

(i) परिवीक्षाधीन अधिकारियों के रूप में प्रत्यक्षतः नियुक्त स्नातक इंजीनियर।

(ii) विशेष श्रेणी के रेलवे प्रशिक्षुओं के रूप में भर्ती।

वर्ग 'क' के इंजीनियरों की भर्ती अखिल भारतीय आधार पर की जाती है; विशेष श्रेणी के रेलवे प्रशिक्षुओं को जमालपुर में प्रशिक्षण दिया जाता है। प्रशिक्षण पूरा करने पर प्रशिक्षुओं की अखिल भारतीय आधार पर परिवीक्षाधीन अधिकारियों के रूप में नियुक्त किया जाता है।

(च) इस कारखाने में विभिन्न नये कार्य कलाप लागू किये जा रहे हैं जैसे डीजल शॉटिंग इंजनों के आवधिक ओवर-हाल की व्यवस्था की गयी है और मुख्य लाइन के डीजल इंजनों के लिये 1980-81 में व्यवस्था की गयी है और उसका विस्तार किया जा रहा है, हैवी-ड्यूटी डीजल ब्रेक डाउन क्रेनों के निर्माण का गठन करने का प्रस्ताव है, पूर्ण सज्जित स्ट्रिंग शाप की स्थापना करने का भी प्रस्ताव है।

Arrest of employee, of Railway Parcel Office, New Delhi

1535. SHRI RAMESHWAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some employees of Parcel Office, New Delhi

Previously Unstarred Question 1197 transferred from the 22nd July, 1982.

Railway Station were arrested by C.B.I. on 23rd December, 1981 and Tth April, 1982 or accepting illegal gratification;

(b) if so, whether these employees have been challenged in the Court of Law; and

(c) if not, the reasons for the delay in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLI-KARJUN): (a) Yes.

(b) No.

(c) Prosecution in a Court of Law, in such cases, is initiated by the Central Bureau of Investigation who would be in a position to take a final decision only on completion of their investigations.

Train Service from Delhi to Jammu

1554. SHRI DHARAM CHANDER: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that train services carrying passenger to Jammu has become inadequate in view of the fast increasing influx of pilgrims and tourists in Jammu and Kashmir;

(b) whether Government have received requests from the state public organisations to start a day time train from Jammu to Delhi as all trains leaving Jammu to other places start at the evening;

(c) whether it is also a fact that the Deputy Minister for Railways during his visit to Jammu in 1980 had promised publicly for providing day time railway train from Jammu to Delhi and vice versa to avoid the difficulty of reservations;

(d) if so, by when this facility is proposed to be given to the people of

the state who are facing too much hardship to travel by trains to other places in the country;

(e) whether it is a fact that the work of laying railway lines from Jammu city to Udhampur has not been started as yet; and

(f) if so, what are the reasons for the delay and by when it is proposed to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a), (b) and (d) Representations have been received to run a day time train between Jammu and Delhi. The pattern of traffic from and to Jammu and Delhi is that the passenger[^] prefer to reach Jammu in the morning and leave Jammu in the evening for Delhi. In order to cater to the growth in traffic, a daily overnight special train is running between New Delhi and Jammu Tawi during May to October and three times a week from November to April. It is proposed to regularise this train from 1-10-82. It has not been found justified and feasible to run a day time train between these points.

(c) It is not a fact that Deputy Minister for Railways had visited Jammu in 1980 and promised a day time train between Delhi and Jammu.

(e) and (f) Construction work on Jammu-Udhampur new line has since been started, and final location survey for the full line is also in progress.

Linking: of Delhi with Gharfabad • through Ring Railway

1555. SHRI AMARPROSAD CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any fresh proposal under Government's consideration to link Delhi with Ghaziabad through the Ring Railway which is

likely to be completed before the Asiad, 1982;

(b) if so, what are the details thereof; and

(c) if the answer to part (a) above be in the negative, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

(c) Due to constraints of financial resources no new Projects are being undertaken for the present.

Inspection of railway track, etc. to check accidents

1556. SHRI AMARPROSAD CHAKRABORTY: SHRI RAMKRISHNA MAZUMDAR;

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the steps taken by Government to counteract human failure in case of accidents during the last one year.

(b) whether the zonal railways have been advised to intensify footplate inspections of Tights during the night to avoid accidents; if so, the number of inspections carried out by each of the zonal railways during the last one year;

(c) to what extent technological aids like track-circuiting, axle-counters, ultrasonic flaw detectors have been provided by the different zonal railways to their staff to perform the duties more efficiently during the last one year;

(d) the number of renewals/replacements of aids and assets like tracks, wagons, coaches and engines have been carried out by the different zonal railways during the above period; and