

(g) In respect of posts filled by pro-motion where safety aspect is not involved, a relaxation of 10 per cent in the minimum qualifying marks is granted to Sch. Caste/Sch. Tribe candidates.

(h) If despite the above concessions, the requisite number of Sch. Caste/ Sch. Tribe candidates is not available for filling up selection posts, the best amongst them i.e., those who secure the highest marks, are provisionally earmarked for being placed on the selection panel to the extent vacancies have been reserved in their favour. The candidates so earmarked are promoted for 6 months on *ad hoc* basis and during this period they are given facilities for improving their knowledge and coming up to the requisite standard, at the end of the six-month period, a special report is obtained by the General Manager on the working of these candidates and their names are finally included in the selection panel provided he is satisfied in regard to their performance.

(i) Instructions have also been given to the Railways to organise preselection coaching classes for Sch. Caste/Sch. Tribe candidates so as to reduce the number of failures in promotional tests.

(j) Special Cells have been set up at the Railway Board's level as also at the Headquarters' and Divisional levels on the Railways to watch the progress in regard to making good shortfalls in the recruitment of Sch. Caste/Sch. Tribe candidates. The Cell in the Railway Board is headed by a Senior Officer who is assisted by two Advisers—one each from the Scheduled Castes and Scheduled Tribes. The Cells at the level of Headquarters of Railways are headed by a Senior Personnel Officer who is assisted by the necessary contingent of Class III staff.

To make good the shortfall of Scheduled Castes and Scheduled Tribes both in recruitment and promotional categories to the extent possible, a special drive was launched on Railways in November, 1975. The drive

I lasted up to 31st March, 1976. During this period, Railways could recruit 1612 Sch. Castes and 1114 Sch. Tribes in Class III and 2703 Sch. Castes and 2836 Sch. Tribes in Class IV 3513 Sch. Castes and 2827 Sch. Tribes in Class III and 1174 Sch. Castes and 1477 Sch. Tribes in Class IV got promotions. During the year 1976, the recruitment of Scheduled Castes and Scheduled Tribes in Class III and IV was more than the quota reserved for them. However, in the case of posts filled by promotion, though the number of Scheduled Castes promoted had exceeded the quota, in the case of Sch. Tribes the quota could not be completed due to non-availability of candidates.

Efforts are being made to clear the shortfall at the earliest opportunity.

*311. [Transferred to the 23rd June, 1977]

Construction of New Railway Line connecting Bombay-Nasik-Nagar Parali Vajinath and Nanded

*312. SHRI GOVINDRAO RAM-CHANDRA MHAISEKER: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration for the construction of a new railway line connecting Bombay Nasik Nagar Parali Vajinath and Nanded; and

(b) if so, what are the details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) There is no proposal for construction of a new railway line connecting Bombay-Nasik-Nagar parali Vajinath and Nanded. However, the conversion of the Manmad-Parbhani-Parali Vajinath metre gauge line into broad gauge is in progress and recently a survey has been carried out for gauge conversion of Parbhani-Nanded section which if taken up for construction, will provide a direct broad gauge link between Bombay

and Nanded via Nasik and Parbhani. A decision regarding conversion of the metre gauge line from Parbhani to Nanded will be taken after the examination of the survey reports is completed and would depend upon the availability of resources.

Financial aid from World Bank for the expansion of the Bombay High project

*313. SHRI JAGJIT SINGH
ANAND; SHRI YOGENDRA
SHARMA:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Government have sought financial assistance from the World Bank for the expansion of the Bombay High Project; and

(b) if so, what are the details in this regard and whether the World Bank has agreed to the proposal?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir.

(b) A loan of US \$ 150 million (a little over Rs. 134 crores) has been successfully negotiated with the World Bank for part financing of Phase-III of the Development Programme of the Bombay High project.

Corruption in Railway Reservations

*314. SHRI S. KUMARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the recurrence of corruption in railway reservations after the lifting of the emergency; and

(b) if so, what measures Government propose to remedy the situation?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) A statement is laid on the Table of the Sabha.

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Statement

There have been reports of malpractices in reservations by unsocial elements and unscrupulous railway staff both during as well as after the lifting of emergency.

Government are taking action to remedy the situation. To reduce the scope for malpractices, additional accommodation is provided by introducing new trains, adding coaches to existing trains, increasing frequency of weekly/biweekly trains, running noli, day specials etc. Advance reservation upto 6 months has been introduced to avoid blocking of accommodation by unauthorised persons. In order to curb malpractices in reservation, inspections and surprise checks have been intensified and collection of intelligence and vigilance surveillance arranged at important stations.

To effectively check this evil, Government are considering amendment to relevant section of the Indian Railways Act to make the business of unauthorised procurement and supply of tickets and reserved accommodation a cognizable offence.

Absorption of Martin Burn's Light Railway Workers in the Indian Railways

*315. SHRI BHOLA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any memorandum from the Workers' Unions of the Martin Burn's Light Railway in Bihar requesting Government either to take over the Railway from the Company or to absorb all its workers in the Indian Railways; and

(b) if so, what are the details thereof and what action Government have taken thereon?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) Yes, Sir. The memoranda on the sub-