

The demands of the demonstrators are given in the statement, such demands are raised from time to time by recognised labour organisations and are settled through discussions in the meetings of the Negotiating Machinery and Joint Consultative Machinery at different levels.

### STATEMENT

*Demands contained in the memorandum submitted by the Railway Employees' Co-ordination Committee, Danapur :*

1. Work according to yardstick.
2. Supply of essential commodities at subsidized rates.
3. Grant of House Rent Allowance.
4. Alternative appointment to decategorised staff.
5. Time bound promotions.
6. Treatment of Loco Coal Khalasis as Railway Employees.
7. Increase in the percentage of promotional quotas of Ministerial staff.
8. Incentive to Ministerial and Class IV staff.
9. Bonus and need-based minimum wage.
10. Withdrawal of victimisation cases against the Railway employees.
11. Early finalisation of settlement dues of the Railway employees.

### WAGONS LOST IN TRANSIT

390. SHRI M. K. MOHTA:  
SHRI DEBANANDA AMAT:  
SHRI SUNDAR MANI PATEL:  
SHRI K. C. PANDA:  
SHRI LOKANATH MISRA:  
SHRI DAHYABHAI V. PATEL:

Will the Minister of RAILWAYS be pleased to state.

(a) whether Government's attention has been drawn to a report which appeared in the Indian Express in the 24th February, 1973 to the effect that over hundred railway wagons get lost every day due to the mistakes committed by railway employees; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The Railway Administration is taking all possible measures to prevent wagons from becoming "un-connected" or getting mis-despatched. Some of the steps taken are—

(i) Instructions have been reiterated that wagon labels should be written out neatly in blue pencil, the name of the forwarding and destination stations being written in full in capital letters.

(ii) Railways have been instructed that if the number of wagons booked to the same station exceeds 20, names of forwarding and destination stations should be printed on labels.

(iii) Railways have been asked to ensure provision of paste-on-labels on inside panels of wagon doors of covered wagons and attach tie-on-label on the handle of wagon door on either side of the open wagon.

(iv) Railways have been instructed to conduct frequent inspections to ensure compliance of instructions regarding marking and labelling.

(v) A scheme of matching un-connected wagons with over-due wagons by a computer has been introduced.

It may also be stated that most of the wagons, which become unconnected or misdespatched for want of labels or on account of illegible labels, are later on connected and delivered to the consignees.