

class waiting hall measuring 80' x 54' already exists at this station. There are also 2300 quarters at this station against a total staff strength of 11,000. But a large proportion of the staff who work in the loco working shops, belong to nearby villages and they have their own houses. Nevertheless, new staff quarters are being provided on a programmed basis every year according to availability of funds, taking into account the comparative needs of other stations.] ^

STRIKE IN DHANBAD DIVISION

31. SHRI K. L. UNDARAM:
SHRI MONORANJAN ROY: SHRI
A.I. CHATTERJEE:

Will the Minister of RAILWAYS be pleased to state:

(a) the period for which the railway workers went on strike recently in the Dhanbad Division immobilising thousands of wagons resulting in acute shortage of coal in the northern region and foodgrains in the eastern region thereby dislocating the economy of the country;

(b) the reasons for the strike;

(c) the loss suffered by Government as a result thereof and the action taken by Government in the matter;

(d) whether a punishment has been imposed on the railwaymen for participating in the strike; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) There was a strike by a section of railway employees of Dhanbad Division from 3rd to 10th February, 1971.

(b) Disciplinary and legal action was demanded against the Havildar of the Railway Protection Force at Hazari-bagh Road Station. It was alleged that he assaulted the wife of a Switchman of that station on 27-1-71. The staff also demanded that the officer commanding Railway Protection Force, Gomo and

the Station Master, Hazari Bagh Road should be transferred forthwith and disciplinary and legal action taken against them also.

(c) Besides loss to the other Railways which has not been worked out, the loss to the Eastern Railway was of the order of Rs. 30,40,000 approximately.

As regards the action taken, a fact finding enquiry was conducted into the incident which took place on 27-1-1971 and on receipt of the report, the Havildar was placed under suspension with effect from 2-2-1971. An order under the Essential Services Maintenance Act, 1968 prohibiting any strikes in any of the Railway services connected with or under the Eastern Railway Administration was issued on 4-2-1971.

(d) and (e) Besides the natural consequences of break in service of the employees who participated in the strike, 9 employees have been placed under suspension for violation of the Essential Services Maintenance Act, 1968 and/or for indulging in violent activities, intimidation etc. Court cases are also pending against these 9 employees, is

JUDICIAL COMMISSION TO REVIEW WORKING OF ELECTION COMMISSION

3V-SHRI K. L. N. PRASAD: Will the Minister of LAW AND SOCIAL WELFARE be pleased to state:

(a) whether it is a fact that several political parties have brought to the notice of Government certain irregularities alleged to have been committed by the Election Commission during the recent elections;

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

(c) whether some parties have also demanded the appointment of an independent judicial Commission to review the conduct and working of the Election Commission; and

(d) if so, the reaction of the Government of India thereto?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. GOKHALE):

(a) No communication containing allegations of irregularities committed by the Election Commission during the recent elections has been received in the Ministry of Law.

(b) Does not arise.

(c) and (d) No communication from any political party demanding the appointment of an independent Judicial Commission to review the conduct and working of the Election Commission has been received in the Ministry of Law.

33. and 34. transferred to the 1st April, 1971]. J

RAILWAY GUARDS QUOTA FOR THE POSTS OF SECTION CONTROLLERS

35. DR. B. N. ANTANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that vide Railway Board letter No. E(NG) I. 68 P.M. 1/114 dated 3rd June, 1970, Railway Guards have been allotted 30 per cent quota for the posts of section Controllers;

(b) whether it is also a fact that vide above orders, even 'C' Grade Guards have been declared eligible if the requisite number of 'A' and 'B' Grade Guards are not forthcoming;

(c) whether it is also a fact that vide Hand Book of Guards issued by safety Directorate of Railway Board, the Guards are eligible for the post of Divisional officers;

(d) whether it is also a fact that the Delhi Divisional authorities of Northern Railway have not paid any attention to the above directive so far and if not, so, how many guards have been promoted to such posts during the last 5 years, more especially after the issue of the Board's directive dated the 3rd June, 1970; and

(e) if not, the reasons for not comply-

ing Board's directive and the approximate time for its implementation?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): (a) Yes, but these orders are not applicable to Northern Railway where the system of Relieving Transportation Assistants is prevalent.

(b) Yes. On the Northern Railway, Guards Grade 'C' are considered for posts of R.T.As. (Rs. 250-380). if adequate number of candidates are not available from amongst Guards Grade 'A' and 'B'.

(c) Yes. However it has been made clear in para 3 of Introduction of the Handbook for Guards that this Handbook does not supersede or alter or substitute in any way the rules contained in the General and Subsidiary Rules of the railways or other statutory publications like Acts, Codes, Conference Rules, Tariffs etc.

(d) and (e) Do not arise in view of reply to parts (a) and (b) above.

ATTACHMENT OF SEPARATE BOGEY TO G. T. EXPRESS

& SHRI A. D. MANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to attach a separate bogey to the Grand Trunk Express at Nagpur to enable passengers of the Vidarbha and Chhat-tisgarh regions to travel comfortably from Nagpur to Madras or to Delhi; and

(b) if not, the reasons for not attaching such a bogey everyday to the Grand Trunk Express?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA):

(a) No.

(b) G. T. Express is already running with maximum load. There is no room for attaching any extra carriage.