

RAJYA SABHA

Wednesday, 29th September 1954

The House met at eleven of the clock.

MR DEPUTY CHAIRMAN in the Chair

ORAL ANSWERS TO QUESTIONS

FIXATION OF LIEN OF OFFICERS ON THE REGROUPED RAILWAYS

*572. SHRI B. P. SINGH: Will the Minister for RAILWAYS be pleased to state:

(a) whether the Railway Board have fixed the liens of officers on the regrouped Railways; and

(b) whether it is a fact that for want of fixation of liens, confirmation of junior scale officers officiating in the senior scales for the last several years has been held up?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The liens of the officers of the ex-E. I. Railway only have to be specifically fixed, the liens of officers of the other railways remaining on the regrouped railways in which the pre-regrouped railways are merged. The liens of senior officers of most of the departments have been fixed; as regards others, the matter is under consideration

(b) No.

SHRI B. P. SINGH: What was the number of the officers whose confirmations have been held up on account of this?

SHRI O V ALAGESAN: In fact, the railways had been asked even in 1952 to confirm officers in the senior scales to the extent of available vacancies provided they had put in a certain number of years of service. Recently the Heads and Deputy Heads of Departments have been confirmed and in the consequential vacancies also confirmations are being made.

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SHRI B. P. SINGH: I wanted to know the number of such officers.

SHRI O V ALAGESAN: As regards the number of confirmations being held up, it is a continuous process and there has been some delay, I regret to say, but recently the whole thing has been expedited, and there is no confirmation that is being held up That I can say

SHRI H C. MATHUR: May I know whether the confirmations had been held up previously and it is only recently that a general circular had been issued asking that these officers should be confirmed?

SHRI O. V. ALAGESAN: In 1952 itself the railways had been asked to make these confirmations, because the latest regrouping took place in 1952 and it was only after knowing the position of all the regrouped railways that this action could be taken. So, even in 1952 the Railways were asked to make these confirmations, to the extent vacancies were available, but recently the Heads and Deputy Heads of Departments were confirmed and in the consequential vacancies also confirmations are being made.

SHRI H. C. MATHUR: I wish to know what is the import of the general circular which had been recently issued. Why were these confirmations held up upto this time and why a circular that all these vacancies should be filled by confirmations had been issued to the Railway Administrations when the Administrations themselves did not know what the actual position was?

SHRI O. V. ALAGESAN: It is not so As I said, the position could be known only after regrouping took place finally, and that took some time. After that had been done, these confirmations had been ordered to be made.

SHRI H. C. MATHUR: No, Sir Is it not a fact that even today the

position is absolutely fluid and you do not actually know where the officers of the *ex-State* Railways are stationed, and in spite of that that circular had been issued recently saying that, in spite of the fact that the position is fluid, the confirmations must take place?

MR. DEPUTY CHAIRMAN: No arguments, Mr. Mathur.

SHRI H. C. MATHUR: Sir, I am only asking this question whether it is a fact that the position is absolutely fluid today but still officers are being confirmed and the cases of the *ex-State* Railway officers are being held up.

SHRI O. V. ALAGESAN: So far as the *ex-State* Railway officers are concerned, pending a final decision, their confirmations are kept pending and the vacancies are not being filled.

SHRI H. C. DASAPPA: May I take it that when the *ex-State* Railway officers are confirmed their date of confirmation will relate to the position as it stood on the date of integration?

SHRI O. V. ALAGESAN: As regards that, a final decision will be taken and pending that decision, these vacancies are being kept in reserve for these *ex-State* Railway officers.

SHRI H. C. DASAPPA: May I take it then that the confirmations which are taking place now will not harm the cases of the *ex-State* Railway officers?

SHRI O. V. ALAGESAN: No, Sir.

SHRI H. C. DASAPPA: Merely by reason of the fact that they are not yet confirmed?

MR. DEPUTY CHAIRMAN: He says, 'No'.

FALL IN AIR TRAFFIC

*573. DR. R. P. DUBE: Will the Minister for COMMUNICATIONS be pleased to refer to page 10 of the Report of the Ministry of Communications for the year 1953-54 and state how much of the fall in traffic carried by scheduled air transport services in the year 1953 over that in the year 1952 took place after their nationalisation on the 1st August 1953?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR): The traffic figures for 1953 given in that Report were based on an estimate as the actual figures for the concluding months were not available when the Report was prepared. The correct figures and the information required are given in the statement which I lay on the Table. [See Appendix VIII, Annexure No. 170.]

DR. R. P. DUBE: Can the hon. Minister kindly state the reasons for this fall?

SHRI RAJ BAHADUR: The general economic conditions and commercial activities also constitute one of the reasons.

DR. R. P. DUBE: Are the inroads made by other foreign airlines also one of the reasons?

SHRI RAJ BAHADUR: So far as the Indian Airlines are concerned, they have got a monopoly of the scheduled air traffic in the country and the question of inroads by other concerns does not arise.

SHRI B. C. GHOSE: What is the cause of the very serious shortfall in the air freight from August to December which is over 7 million lbs., whereas during the whole of 1953 it was only over 1 million lbs.?