

(b) The representation received from the public of Malabar related mainly to the revision of the timings of No. 718 Mangalore-Calicut Passenger with effect from 1st October 1952. Arrangements have been made to revise, with effect from 1st December 1952, the timings of No. 718 to those in force prior to 1st October 1952.

INTEGRATION OF RAILWAY OFFICERS

*194. SHRI H. C. MATHUR : Will the Minister for RAILWAYS be pleased to state :

(a) what was the formula applied to effect the integration of the officers of the Company-owned Railways when they were taken over by Government

(b) whether the same formula was applied to Class I officers of the ex-State Railways, if not, why not ;

(c) how many of the permanent Class I officers of the ex-B. B. & C. I. Railway and of any other Railway were relegated to Class II when the Railways were taken over from the respective companies ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) and (b). No special formula was devised for the absorption of the officers of the Class I ex-Company-managed Railways when they were taken over by the Government. The organisation and duties and responsibilities of officers were comparable to those on Government Railways and the conditions of service on which the officers were absorbed were determined on each occasion. The conditions in respect of the ex-State Railways were not similar and therefore the question of applying the same procedure does not arise.

(c) None.

SHRI H. C. MATHUR : In what respect was the organization of the ex-State Railways different in case of the Class I officers ?

SHRI O. V. ALAGESAN : Sir, this question was very thoroughly gone into. Whereas in the ex-Company-

managed Railways the organization and the qualifications and duties and responsibilities of the officers were more or less similar to those of the Government-managed Railways, the position in the case of the State Railways was not similar. This was gone into by a Committee and the whole matter was referred to the ex-State Railways and they have supplied the information on which the decisions were taken and they have found that the condition was lower than on the Government Railways.

SHRI H. C. MATHUR : Is the hon. Minister aware that more than once the Railway Board has stated that these first class Railways were comparable in each and every respect ?

SHRI O. V. ALAGESAN : The classification of Railways depends upon the income. Railways getting more than 50 lakhs of rupees were classified as Class I Railways, but that did not put them anywhere near the ex-Company-managed Railways or Government-managed Railways.

SHRI H. C. MATHUR : My question was, in respect of organization, and duties and responsibilities. Has not the Railway Board on more than one occasion stated in writing and orally that the duties and responsibilities of the officers were quite similar ? Particularly, in Jodhpur Railways, as late as two months ago, the Chairman of the Board has said that it was similar. Is it not a fact ?

SHRI O. V. ALAGESAN : As I stated before, the duties and responsibilities were not similar and this was gone into completely and the positions were fixed according to the duties and responsibilities.

SHRI H. C. MATHUR : Is the Minister aware that the formula which they have applied is in complete violence with the agreements which the Government had entered into with these officers ?

SHRI O. V. ALAGESAN : I don't think so.

SHRI H. C. MATHUR : Has the Minister examined the service agreements of these officers ?

SHRI O. V. ALAGESAN : The whole thing was considered when they were fixed in the various categories.

SHRI H. C. MATHUR : The question is that the formula which has been applied is in complete violation of the agreement. I have asked whether the Minister has looked into the service agreements which guided the terms of these officers of these Class I Railways ?

SHRI O. V. ALAGESAN : It cannot be simplified into a mere formula. It was an extremely complicated procedure and that was gone into and many of them have been fixed in Class I and many in Class II and even in Class III and this was done after considering the duties and responsibilities that they were performing in the *ex-State* Railways.

SHRI H. C. MATHUR : Was it not agreed that one of the representatives of the Rajasthan Government will be on the Committee which will examine this question according to the agreement signed ?

SHRI O. V. ALAGESAN : I don't know about that but I can assure the hon. Member that if any bias was shown, the bias was in favour of putting them in Class I.

SHRI H. C. MATHUR : Is the Minister aware that all the Members of Parliament representing Jodhpur Division from the House of the People as well as the Council of States have submitted a memorandum giving facts and figures showing that they have violated not only statutory obligations but also legal obligations.

SHRI O. V. ALAGESAN : I know the hon. Member met the Minister for Railways several times and represented this matter and was also satisfactorily answered.

SHRI C. G. K. KRIDDY : Satisfactorily ?

MR. CHAIRMAN : It is your opinion.

SHRI H. C. MATHUR : Is the Minister aware that not only a satisfactory answer was not given but as a matter of fact it is still under discussion ? It has not even been examined so far. The last letter from the Minister said that it is under examination and I don't know how he says that he has given a satisfactory answer.

RAILWAY COLONIES AT SILIGURI JUNCTION

*195. SHRI S. N. MAZUMDAR : Will the Minister for RAILWAYS be pleased to state :

(a) whether it is a fact that the only source of water supply in the railway colonies at Siliguri Junction on the North-Eastern Railway is a number of shallow tube-wells and uncovered ring-wells ;

(b) whether it is a fact that most of these wells yield water heavily charged with mineral substances which adversely affect the health of the employees and spoils clothing; and

(c) if so, what steps Government propose to take to remedy this state of affairs ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) Yes, as far as domestic supply goes.

(b) The water supply is not very satisfactory.

(c) It is proposed to install a filtered water supply to the railway colony at Siliguri as soon as possible and the work has been commenced already.

SHRI S. N. MAZUMDAR : May I know how much it will take to install this filtered water supply ?

SHRI O. V. ALAGESAN : About a lakh of rupees will be spent in the present year and the rest of the expenditure—it will cost about 5 lakhs will be in the next one or two years