

श्री देवराव पादिल : सभापति जी, मंत्री महोदय ने एक कॉफीस में इस बात का संकेत दिया था कि इस तरह का विचार सरकार के अधीन है। मैं पूछना चाहता हूँ कि कंसिडरेशन में यह बात है या नहीं ?

SHRI H. R. GOKHALE : Yes, Sir, the question was whether a decision has been taken, and to that the answer was 'No, Sir'. But it is under consideration.

MR. CHAIRMAN : Mr. Bhupesh Gupta, be brief so that we can take up another question.

SHRI BHUPESH GUPTA : Sir, now it seems that compulsory family planning is coming up before compulsory registration of marriages whereas the order should be the other way round. First there should be compulsory registration of marriages and then compulsory family planning.

SHRI HARSH DEO MALAVIYA : Well, we can understand that.

MR. CHAIRMAN : Mr. Harsh Deo Malaviya, you are not to reply.

SHRI BHUPESH GUPTA : Sir, I should like to know whether this matter of compulsory registration of marriages, since sometimes it involves complications and litigations, is being seriously thought of, and whether there is a possibility of making some arrangements whereby litigation could be avoided.

SHRI H. R. GOKHALE : Probably, the hon'ble Member has in mind litigations arising out of the necessity of proof or evidence with regard to marriages. I do not know whether I am right in my understanding of him correctly. Otherwise, what litigations he is referring to, I am not really able to follow. . . . *(Interruptions)*. Sir, basically we are not opposed to registration if it is under the Hindu Marriage Act. Under the existing Hindu Marriage Act, there is a provision enabling the State Governments to make rules for registration of marriages. But, unfortunately, so far, none of the States have made these rules. I had mentioned earlier to say—I do not remember whether it was in this House or the other House—that we have taken up this question repeatedly with the State Govern-

ments. Today, immediately after the Question Hour, I am going to introduce a very important Bill, according to me, relating to the amendment of the Hindu Marriage Act and the Special Marriage Act. Now it may be that in spite of many difficulties—not the difficulties of principle but the difficulties which are practical—I am not in a position to give an assurance today that this will be done within so much time, but, as told earlier, though no decision has been taken, it is under serious consideration.

MR. CHAIRMAN : Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### Representation of Scheduled Caste\* and Scheduled Tribes In Railway Services

•421. SHRI IANARDHANA REDDY: Will the Minister of RAILWAYS be pleased to state :

(a) what steps Government have taken to make up the deficiency in the representation of the Scheduled Castes and Scheduled Tribes in all the cadres in the Railways; and

(b) whether any special powers have been given to the Zonal Managers of Railways to wipe out the deficiency during the next three years ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH) : (a) and (b) A statement is laid on the Table of the Sabha.

#### Statement

On Railways, recruitment to Class I services is made through the Union Public Service Commission.

There is generally no direct recruitment to Class II services, vacancies in Class II being filled by promotion of suitable Class III staff. However, recruitment to Class II posts in the Medical Department and in minor cadres, viz., (i) Assistant Chemists and Metallurgists, (ii) Assistant Cashiers and Pay Masters, and (iii) Assistant Superintendents Printing and Stationery is made through the Union Public Service Commission; a certain proportion of Class II

posts in the Railway Board Secretariat Service are also filled by direct recruitment through the Union Public Service Commission.

So far as Class III posts are concerned, recruitment is generally made by the Railway Service Commissions. In the case of shortfalls in recruitment of Scheduled Caste/Scheduled Tribe candidates, the General Managers are authorised to resort to direct recruitment.

Recruitment against Class IV posts is made by Railway Administrations.

The following measures are in force on the Railways to ensure that there is no avoidable shortfall in the intake of Scheduled Caste/Scheduled Tribe candidates :

(a) Availability of reserved vacancies in Class III is given the widest possible publicity.

(b) No minimum qualifying marks are prescribed for Scheduled Caste and Scheduled Tribe candidates appearing for interviews in connection with recruitment.

(c) When Railway Service Commissions are not in a position to supply an adequate number of Scheduled Castes and Scheduled Tribes, General Managers are allowed to recruit Scheduled Caste/Scheduled Tribe candidates from the open market.

(d) Appointment to Class IV posts is normally made by screening casual labourers/substitutes already working on the Railways. When adequate number of Scheduled Caste/Scheduled Tribe candidates are not available through this process to fill reserved vacancies, recruitment from open market is resorted to.

(e) If Scheduled Caste/Scheduled Tribe candidates do not become available to fill the quota in non-technical and quasi-technical Class III and Class IV cadres, recruitment to which is made otherwise than through a written examination, the best amongst the failure are appointed provided they have the minimum prescribed educational/technical qualifications.

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(f) In respect of posts filled by promotion where the safety aspect is not involved, a relaxation of 10% in the minimum qualifying marks is granted to Scheduled Caste/Scheduled Tribe candidates.

(g) If, despite the above concessions, the requisite number of Scheduled Caste/Scheduled 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 an *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 on the selection panel provided he is satisfied in regard to their performance.

(h) Instructions have also been given to the Railways to organise pre-selection coaching classes for Scheduled Caste/Scheduled Tribe candidates so as to reduce the number of failures in promotional tests.

(i) 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 recruitments of Scheduled Caste/Scheduled 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 HI staff.

(j) A Brochure on Reservation for Scheduled Castes and Scheduled Tribes in Railway Services containing various orders issued by Ministry of Home Affairs/Department of Personnel as embodied and adopted by the Railway Ministry has been issued for the guidance of all concerned.

To make good the existing shortfall in Class II, Class III and Class IV categories, a special drive has been launched and the Railway Administrations have been directed to make every possible effort to make good the shortfall both in direct recruitment and promotional categories. Efforts in this regard will continue to be made till the representation of Scheduled Castes and Scheduled Tribes in various services comes up to the percentages prescribed.

#### **Railway Safety Fund**

\*422. SHRI GULABRAO PATIL : Will

the Minister of RAILWAYS be pleased to state;

(a) the amount allocated to Maharashtra State from the Railway Safety Fund since the institution of the Fund; and

(b) what are the safety works taken! up in that State out of the allocation from the fund and the progress of those works so far?

THE MINISTER OF STATE TN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURESHI) : (a) and (b) A Statement is laid on the Table of the Sabha.

#### **Statement**

(a) Rs. 1.6 crores (approx)

(b) Approval for the following works in Maharashtra has been issued for utilisation of this Fund:

Name of work	Progress of work
1. Construction of approaches to the Road over-bridge in Mile No. 1/5 of Ankali-Tasgaon Vita Mayani Road S.H. in Sangli District in lieu of level crossing No. 472 at Km. 757/6-.	Completed in 1971.
2. Construction of approach to Railway over-bridge at Ch. 7534 in Miraj Yard on Miraj Sangli Road in lieu of level crossing No. 468 at Km. 750/1-2.	Completed in 1971.
3. Construction of approaches to the Road over-bridge at Ch. No. 50719 in Satara station yard on Poona-Miraj conversion from MG to BG in lieu of existing level crossing No. 526 at Km. 869/11-12.	Completed in 1971.
4. Construction of approaches to the Railway over-bridge at Ch. No. 628/405 in Karad station yard on Guhagan-Chiplun-Karad-Jath-Bijapur Road, in lieu of existing level crossing No. 498 at Km. 822/2-3.	Work in progress; expected to be completed in 1976-77.
5. Railway over-bridge at Ch.298942 in Lonand yard on Mahad Lonand-Phaltan-Pahdharpur Road, in lieu of existing level crossing No. 547 at Km. 920/13-14.	Completed in 1971.
6. Construction of approaches to the Railway over-bridge in lieu of level crossing No. 446 in mile No. 114/2 of Ratnagiri-Kolhapur-Miraj-Bijapur Road at Londha and of Moraj Railway yard.	Work in progress; expected to be completed in 1976-77.
7. Construction of Road over-bridge at Km. 1003 near Poona Yard at Koregaon Park level crossing.	Completed in 1972.
8. Construction of Road over-bridge in lieu of level crossing No. 82 at Ankai of on Dhond-Manmad section.	Work in progress; expected to be completed in 1976-77.
9. Construction of Road over-bridge in lieu of level crossing at Kms. 175/12-13 at Chinchwad near Poona.	Work in progress; expected to be completed in 1976-77.
10. Construction of Road over-bridge in lieu of level crossing No.130 at Pachora.	Work in progress.