

कोई सुझाव सरकार के पास आया है कि नहीं जिसको इगित रूप भी कर रहा है?

श्री लोकरनाथ मिश्र : या कोई दबाव भी है ?

श्री के० तो० पन्त : थोड़े दिनों में उसका चयन की जायगी और जा कुछ आपकी उत्सुकता है उसकी पूर्ति हो जायगी ।

SHRI CHITTA BASU: Sir, may I know from the hon. Minister whether Mr. Skachkov suggested that there should be a special agency or machinery to bring about co-ordination among the Soviet-aided undertakings in our country? If so, what is the reaction of the Government to that particular suggestion made by the Russian Minister? Also, I understand that the Bureau of Public Enterprises undertakes the examination and scrutiny of the working of the public sector undertakings. May I know in how many cases such studies have been made and the results thereof?

SHRI K. C. PANT: Sir, so far as the first part of the question is concerned, the Government is itself anxious to see that there is maximum coordination. Now that the H.E.C. and the Bokaro Steel Plant come under the same Ministry, as I said earlier, coordination will be much easier. But it is just not a question of coordination between the Soviet aided plants. In whichever sector of the economy we need coordination, we shall do coordination even on a larger basis. So far as the Bureau of Public Enterprises is concerned, while that does not concern this Ministry, I can tell my honourable friend that the Bureau has examined various projects including the H.E.C. and has made very useful suggestions.

SHRI CHITTA BASU: How many projects?

SHRI K. C. PANT: That Bureau is under the Finance Ministry.

MR. CHAIRMAN: I am sorry; ten minutes are over. Next question.

# STAFF MANNING DINING CAR ON SOUTHERN EXPRESS

\*493. SHRI A. D. MANI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of the staff manning the Refreshment and Dining Car on the Southern Express at present;

(b) the pay-scales of such persons working in various categories; and

(c) whether they are supplied with winter uniforms?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) to (c): A statement is laid on the Table of the Sabha.

## STATEMENT

(a) and (b): The trains running to the timings of the former Southern Express between New Delhi and Madras Central are now known as Grand Trunk Express. The Catering staff employed on these trains is as follows:—

Category	Scale	Total Staff employed on Grand Trunk - Express
1. Dining Car Managers . . .	Rs 205-280	4
2. Stores Clerks . . .	110-180	4
3. Head Cooks (Vegetarian) . . .	110-180	4
4. Head Cooks Non Vegetarian . . .	110-180	4
5. Asstt. Cooks (Vegetarian) . . .	75-95	4
6. Asstt. Cooks (Non-Vegetarian) . . .	75-95	4
7. Chapathy Makers . . .	75-89	4
8. Servers . . .	75-89	8
9. Servers . . .	70-85	48
10. Cleaners . . .	70-85	16
TOTAL . . .		100

(c) Winter Uniforms are being supplied only to those staff who

during their course of duty touch New Delhi. Class III staff are entitled to one serge coat and one serge pant as winter uniform to be supplied once every three years. Among the Class IV staff, only Servers and Bearers are eligible for one wollen Jersey every three years. These have been supplied.

SHRI A. D. MANI Sir, arising from (b) of this question, may I ask the Minister whether the staff is being paid overtime allowance for the work they do on the railways, particularly on the Southern Express? The staff which starts at De'hi has to work for nearly 48 hours before it reaches Madras

DR. RAM SUBHAG SINGH As the House knows, Sir, there are three types of staff. Those who are working on a permanent basis get total emoluments of approximately Rs. 228.50 and if they put in more number of hours, naturally that will have to be accounted for according to the railway rules. There are others who are working on pay-cum-commission basis. The question directed by the honourable Member is whether, if they put in more work, they are entitled to overtime allowance. That will be according to the general rules.

SHRI A. D. MANI: Sir, I would like to draw the attention of the House to sub-clause (c) of the statement—

“Winter uniforms are being supplied only to those staff who during the course of their duty touch New Delhi. Class III staff are entitled to one serge coat and one serge pant as winter uniform to be supplied once in every three years. Among the Class IV staff only Servers and Bearers are eligible for one wollen jersey every three years. These have been supplied.”

Many Members of of Parliament have seen these bearers and servers shivering in co'd winter. How is it that the Government thinks that only one suit can last for three years? Everybody requires at least two suits for three years. Why is it limited to only one suit for every three years?

Particularly Class IV staff requires sufficient winter uniform. May I ask the Government why this has not been so far supplied?

DR. RAM SUBHAG SINGH: As I said, this has been our rule so far. Whatever be the suggestion, that will be gone into on merits

SHRI G. R. PATIL: I would like to know whether the staff on other zonal railways are having uniform pay scales. Secondly, I would like to know when such type of staff touch Delhi during the course of their service, whether any accommodation for their night halt is being made available to them

DR. RAM SUBHAG SINGH: There are 48 pairs of trains with dining cars on all the railways and there are three types of staff. About 25 dining cars are operated by the departmental catering and others are operated by contractors and they are all having a different system. Wherever there is a permanent employee, he will be governed by the railway rules and wherever there is a pay-cum-commission basis employee, he will be governed by the general rules. But the Committee which was recently set up last year by my predecessor, has made certain recommendations. Now we will have to take the decisions in the light of the recommendations made by that Committee. And it is a fact that different types of staff are being employed by different railways

SHRI DALPAT SINGH: May I know from the honourable Minister while at present the dining cars running on the railways number only 35, if I am correct . . .

SHRI KRISHAN KANT: He said 48.

SHRI DALPAT SINGH: All right. Some of the important railways are not having any dining car at all. Take, for instance, on the trains running between Delhi and Ahmedabad, 3 Up and 4 Dn, there is no dining car though the time taken by these trains is actually the same as that taken by the Delhi Mail. May I know whether the Railway Minister is thinking of introducing dining car in it?

**DR. RAM SUBHAG SINGH:** This is a good suggestion, Sir. But the difficulty is wherever we introduce a dining coach, there we shall have to curtail a passenger coach. The need is genuine. I have travelled by that train. But the pressure of providing more coaches there is also quite understandable. So, we will strike a balance. I do not make any promise.

**SHRI KESAVAN (THAZHAVA):** May I know from the honourable Minister whether he is aware of the fact that a dining car is not attached to the Southern Express from Kazipet to Madras and also from Madras to Kazipet? I also want to know why the name of Southern Express is changed in to Kazipet Express from Kazipet to Madras and from Madras to Kazipet. I would also like to know whether he is aware that much inconvenience is caused by not providing a dining car to the Southern Express from Madras to Kazipet. I think this change of name has been made for the purpose of taking away the dining car from the Southern Express from Kazipet to Madras.

**DR. RAM SUBHAG SINGH:** There are three questions, Sir, combined in one, and I do not know whether I should reply as to why the name of Southern Express was changed...

**MR. CHAIRMAN:** It does not arise out of the main question.

**DR. RAM SUBHAG SINGH** . . . and also why the dining car between Kazipet and Madras. . . .

(Interruptions)

**AN HON. MEMBER:** Now there is no Southern Express there.

**DR. RAM SUBHAG SINGH:** But there is the Grand Trunk Express and the Dakshin Express, and it is only on the Grand Trunk Express. . . (Interruptions). If it is possible to meet the viewpoint of the honourable Member, we will try to do it. But I do not know whether it can at all be possible now.

**SHRI SYED AHMED:** Sir, from the answer that has been given by my honourable friend, the Minister, in reply to the question of providing uniform to the employees on the din-

ing car, I understand that you do not want to help the employees. You say that they are entitled to only one uniform in three years. I want to know if you will kindly change the rules to suit the necessity of the employees.

**SHRI JOACHIM ALVA:** Waiters are the underdogs of the railways.

**DR. RAM SUBHAG SINGH:** I did say, Sir, and I also promised in reply to the honourable Member, Shri. Ruthnaswamy, that we will try. And in fact, the colour of the uniform has also been changed.

**SHRI BHUPESH GUPTA:** From our experience of the dining car, Sir, we find that food is inedible and the staff overworked. That is my experience, staff overworked, food inedible. May I know what steps the Government is taking in view of this situation, first of all, to attend to the conditions of service of the staff and, secondly, to improve the food a little bit, not much? You cannot give good food, but at least edible food you can give.

**DR. RAM SUBHAG SINGH:** It was precisely to meet such objections, Sir, that a committee consisting of Members of Parliament headed by the Minister of State, was constituted, and that committee has submitted its report. And that report is virtually meeting these objections. We are going to accept that committee's report and we will see that the quality of food is improved and the conditions of the employees are according to the standards.

**श्री निरंजन वर्मा :** श्रीमन्, यह प्रश्न तो पूछा गया है दक्षिण एक्सप्रेस के बारे में और उत्तर दिया गया है जी०टी० एक्सप्रेस के बारे में. . . .

**डा० राम सुभग सिंह :** नाम ही बदल गया तो मैं क्या करूँ।

**श्री निरंजन वर्मा :** क्या यह बात सही है कि दक्षिण एक्सप्रेस काजीपेट पर ठहरती है और फिर वहाँ से दूसरे नाम से चलती है? नई दिल्ली से मद्रास तक यह गाड़ी चलती है।

आर यह, जैसा कि हमारा अनुभव है अधिकांश में जहाँ सबेरे पहुँचना चाहिए वहाँ देर से पहुँचती है और इधर दिल्ली भी देर से आती है। तो वहाँ पर जो लोगों का तकलीफ होती है उसकी तरफ आपका ध्यान गया है? बीना में इसके जो कर्मचारी हैं उनका ठण्ड में रहना पड़ता है क्योंकि वहाँ भी ठण्ड ज्यादा पड़ती है, इसकी तरफ भी आपका ध्यान गया है या नहीं?

डा० राम सुभग सिंह : इतना तो वस्तुस्थिति में नहीं गया है और बीना की स्थिति से मैं परिचित नहीं हो पाया है क्योंकि माननीय सदस्य ने पहले बताया नहीं था। लेकिन अगर कोई दिक्कत होगी तो उस दिक्कत का हल करने का हम लाग प्रयास करेंगे।

(Col B H Zaidi stood up)

MR CHAIRMAN When people stand up late they must also look to the watch before they submit to me their desire to put questions

DALHOUSIE HOLDING" SHARES OF IIS COMPANY

\*494 SHRI MULKA GOVINDA REDDY †  
SHRI BANKA BEHARY DAS

Will the Minister of INDUSTRIAL DEVELOPMENT INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the answer to Unstarred Question No 1328 given in the Rajya Sabha on the 23rd December, 1968 and state

(a) whether the enquiry regarding transfer of the so called 'Dalhousie holding shares' of Indian Iron and Steel Company and payment of dividend on them has since been completed,

(b) what are the illegalities and irregularities found about these shares;

†The question was actually asked on the floor of the House by Shri Mulka Govinda Reddy

(c) whether the dividend accruing to these shares go to the IIS Co. trust, and

(d) if so, the purpose for which this trust has been created?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI K V RAGHUNATHA REDDY) (a) and (b) Comments of the company on the allegations made by certain shareholders were called for and they have since been received. The matter is being further examined in consultation with the Ministry of Law

(c) In terms of the Trust Deed, until the sale of the original and new shares the Trustees shall collect all dividends which may be declared from time to time and subject to paying all taxes, expenses, etc., shall hold such dividends in trust for the company.

(d) The company has stated that the Trust has been created to afford greater security in regard to its dues

SHRI MULKA GOVINDA REDDY : What are the Dalhousie Holding shares? What is the purpose for which this trust was created? Why and when was it created? Who are the trustees? How long will the Government take to complete the enquiry?

SHRI K V RAGHUNATHA REDDY : It has a long history. In 1952 when a suggestion was made by the International Bank for Reconstruction and development for making available certain funds in terms of foreign exchange it was suggested that the Steel Corporation of Bengal, Limited and the Iron and Steel Company should both be merged. The Government to facilitate this merger issued an Ordinance in 1952 and later it was made part of a law on 29th December 1952 by replacing the Ordinance into law. Since the incorporation of the SCOB, the IISCO was