

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) Yes, Sir.

(b) The previous incumbents of these posts were non-technical officers.

(c) These appointments have been made by the Corporation in their discretion on grounds of administrative convenience and suitability.

#### SLAPPING OF AN EMPLOYEE OF ISI

1593. SHRI ARJUN ARORA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that an employee of the Indian Standards Institution was slapped by an officer of the Institution on March, 8, 1968;

(b) if so, the action taken against the officer;

(c) whether the incident led to a strike and subsequent victimisation of any employee for instigation; and

(d) the steps taken to restore normal working in the Indian Standards Institution.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) An allegation was received by the ISI from the General Secretary of the ISI Union that one of the Directors had slapped him on 8th March, 1968. An enquiry was instituted into the allegation and it was found to be baseless.

(b) Does not arise.

(c) The employees resorted to a strike in connection with the allegation referred to at (a) above from 11th to 22nd March, 1968. Disciplinary proceedings were instituted against some employees for grave misconduct. There has been no victimisation of any employee.

(d) Barring the short period when the employees resorted to strike in March 1968, by and large the Institution has been functioning normally.

#### BIKANER DIVISION OF THE NORTHERN RAILWAY

1594. SHRI D. THENGARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Bikaner Division of the Northern Railway is larger in area and establishment in comparison to those of the Jodhpur Division of the said Railways;

(b) whether it is also a fact that the number of Assistant Personnel Inspectors (ADJ) in the Bikaner Division is less than that in the Jodhpur Division; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

#### नमक के लदान के लिए बगनों की सप्लाई की अधिकतम सीमा

1595. श्री सुन्दर सिंह भण्डारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे के फतेही रेलवे स्टेशन से नमक लादने के लिए बगनों की सप्लाई की अधिकतम सीमा सरकार द्वारा निर्धारित की गई है, और

(ख) यदि हाँ, तो उसके क्या कारण हैं ?

†[CEILING FOR SUPPLY OF WAGONS FOR LOADING OF SALT

1595. SHRI SUNDAR SINGH BHANDARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a ceiling has been fixed by Government for

†[ ] English translation.

the supply of wagons for the loading of salt from Phalaudi railway station on the Northern Railway; and

(b) if so, what are the reasons therefor?]

रेल मंत्री (डा० राम सुभाग सिंह) :

(क) और (ख) घरेलू प्रयोग का नमक जिसके लदान का कार्यक्रम नमक आयुक्त द्वारा निर्धारित किया जाता है और जिसे रेलवे बोर्ड ने स्वीकार कर लिया हो, "क्षेत्रीय नमक" कहलाता है। जो नमक इस प्रकार के कार्यक्रम के अंतर्गत नहीं आता, उसे "गैर क्षेत्रीय नमक" कहते हैं। फिलहाल फलोदी में क्षेत्रीय नमक के रजिस्ट्रेशन के लिये कोई अधिकतम सीमा निर्धारित नहीं की गई है, क्योंकि नमक आयुक्त द्वारा महीने भर के लिए नियत कार्यक्रम के अनुसार इन्डेंट किये जाते हैं। फिर भी गैर क्षेत्रीय नमक के इन्डेंट स्वीकार करने के लिए फलोदी में लदान-क्षमता के चार गुने, अर्थात् प्रतिदिन 100 माल डिब्बे तक की अधिकतम सीमा निर्धारित है। ऐसा इसलिए किया गया है ताकि बढ़ा-चढ़ा कर रजिस्ट्रेशन कराने की रोक-थाम की जा सके, व्यापारियों को समान अवसर दिया जा सके और तर्कमंगत रीति से नमक के संचलन का विनियमन किया जा सके। "गैर-क्षेत्रीय नमक" के लिए अधिकतम सीमा निर्धारित करने से फलोदी से इस यातायात की निकासी पर कोई प्रभाव नहीं पड़ा है।

†[THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) and (b) Salt for domestic consumption programmed by the Salt Commissioner and accepted by the Railway Board is known as 'Zonal Salt'. Salt not covered by such a programme is known as 'Non-zonal salt'. There is, at present, no ceiling limit at Phalodi on registration of Zonal Salt, as indents up to monthly programme fixed by the Salt Commissioner are accepted. There is, however, a ceiling

limit up to four times the loading capacity at Phalodi i.e. 100 wagons a day for accepting indents of non-zonal salt to check inflated registration, to provide equal opportunities to traders and to regulate movement in a rationalised manner. The imposition of a ceiling limit of non-zonal salt has not affected clearance of this traffic from Phalodi.]

#### PAY SCALES OF COMMERCIAL CLERKS

1596. SHRI B. C. PATTANAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the commercial clerks in the Railways are required to undergo practical training for six months before their appointment whereas the office clerks in the Railways having the same qualifications are appointed direct; and

(b) whether it is also a fact that the scale of pay of the commercial clerks are less as compared to that of the office clerks and if so, what are the reasons for the disparity?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) Information is being collected and will be laid on the Table of the Sabha.

(b) The scales of pay applicable to Commercial Clerks and Office Clerks are as under:—

Commercial Clerks Rs.	Office Clerks Rs.
110—200	110—180
150—240	130—300
205—280	210—380
250—380	335—425
335—425	350—475
	450—575

The above scales of pay have been allotted on the basis of the specific recommendations of the Jagannadha Das Pay Commission. The Commission did not consider allotment of higher scale than Rs. 335—425 to the Commercial Clerks justified.