

(ख) यदि उपरोक्त भाग (क) का उत्तर 'हाँ' हो तो सरकार कब तक उक्त सुविधाएं उपलब्ध कराने में समर्थ हो सकेगी ?

LACK OF AMENITIES AT BARIARPUR STATION ON EASTERN RAILWAY

1119. SHRI J. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the platform at Bariarpur railway station on the loop line on the Eastern Railway is too narrow and small in size and no arrangement has been made on the other side of the station for providing shelter to the passengers for waiting-rooms and other allied amenities to the passengers and the railway staff; and

(b) if the answer to part (a) above be in the affirmative the time by when Government will be able to provide the said facilities ?

रेल मंत्री (श्री सी० एम० पूनाचा) : (क) जी नहीं। इस स्टेशन के दोनों प्लेटफार्मों की लम्बाई-चौड़ाई पर्याप्त है अर्थात् वे 828' × 16' और 828' × 18' की हैं। अप प्लेटफार्म पर स्टेशन की इमारत के सामने 1200 वर्ग फुट का एक टेकदार शेड बना हुआ है। जुलाई, 1968 में स्टेशन की इमारत के दूसरी ओर डाउन प्लेटफार्म पर 1200 वर्ग फुट का भारतीय रेल मानक टाइप का एक मानक यात्री शेड बनाया गया है। स्टेशन की इमारत में 400 वर्ग फुट का एक तीसरे दर्जे का प्रतीक्षालय और एक ऊँचे दर्जे का प्रतीक्षालय पहले से मौजूद है

(ख) सवाल नहीं उठता।

[THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No. Both the platforms at this station are of adequate length and width i.e. 828' x 16' and 828' x 18'. On the up platform there is a lean-to shed in front of the station building measuring 1200 sq. ft. A standard passenger shed of standard IRS type measuring 1200 sq. ft. has been constructed on the down platform on the other side of the station building in July '68. In the station building a third class waiting hall measuring 400 sq. ft. and an upper class waiting room already exist.

+ [] English translation.

3—57R.S./fi8

(b) Does not arise.]

CEILING ON INDENT OF WAGONS FOR SALT

1120. SHRI T. SIDDALINGAYA : Will the Minister of RAILWAYS be pleased to state whether it is a fact that the Railways have imposed a ceiling on the indent of wagons for salt at Kandla and Jamnagar in spite of the fact that railway track or the wagon availability do not warrant such action ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Salt programmed by the Salt Commissioner is cleared according to the quotas notified in the salt Zonal Scheme issued by him. Registrations for programmed salt are, therefore, accepted on any day up to monthly quota fixed by the Salt Commissioner for each station where programmed salt is accepted for loading by the Railways. However, in the case of non-programmed salt, registrations are accepted to the extent of twenty times the commodity quota for non-programmed salt fixed for the Division, as acceptance of unlimited registrations would lead to inflated indents which will run into large numbers not necessarily representing the actual demands. According to the existing ceiling limits for non-programmed salt, registrations are accepted at Kandla on any day up to 160 wagons and at Jamnagar up to 53 wagons. On 10-12-68, there were only 39 pending indents of non-programmed salt at Kandla, which were registered on and after 8-12-68 and at Jamnagar, there were only 4 pending indents of non-programmed salt registered the previous day. It will thus be seen that adequate demands for non-programmed salt are not being placed by the merchants at Kandla and Jamnagar even up to the existing ceiling limits.

VACANT POSTS OF STENOGRAPHERS IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS

1121. SHRI T. SIDDALINGAYA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether some posts of Central Secretariat Stenographers Service Grade I are lying vacant in the Ministry ; and

(b) if so, the reasons for not filling in such posts in the Ministry of Industry ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED) : (a) No, Sir.

(b) Does not arise. EXPENDITURE ON

COURT CASES

1122. SHRI A. C. GILBERT: Will the Minister of RAILWAYS be pleased to refer to the reply to Unstarred Question No. 580 given in the Rajya Sabha on the 4th March, 1968 and state :—

(a) the number of cases out of the total number of cases which were taken to courts from April 1964 to 31st January, 1968 which were decided in favour of Railways on technical grounds such as time-barred and lack of jurisdiction, etc.

(b) the number of cases out of the total number of cases which went to the court from April, 1964 to 31st January, 1968 which related to non-payment of wages ; and

(c) the total amount claimed by the employees excluding compensation, the amount decreed by the court and the amount awarded as lawyers' fees and other costs against the Railways in those cases ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) 17 (seventeen).

(b) 636.

(c) (i) Total amount claimed by the employees excluding compensation in cases filed during the period 1st April 1964 to 31st January, 1968, —Rs. 24,20,059.27.

(ii) Amount decreed by the courts—Rs. 89,814.97.

(iii) Amount awarded as lawyers' fees and other costs—Rs. 912.46.

PAYMENT OF OVERTIME ALLOWANCE TO EMPLOYEES OF NORTHERN RAILWAY

1123. SHRI A. C. GILBERT: Will the Minister of RAILWAYS be pleased to state :

(a) whether payment of overtime allowance is being made to the Northern Railway staff within the stipulated period of ten days after the expiry of their respective wage periods ; and

(b) if the answer to part (a) above be in negative, whether it is in accordance with the relevant provisions of the Wages Act; and

(c) the steps that are being taken to ensure that the overtime allowance is paid to the staff along with the regular salary for the wage period in which the employees performed overtime work ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

1124. [Transferred to the 19th December, 1968.]

EXPORT OF FERRO-MANGANESE

1125. SHRI KRISHAN KANT: Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that India, of late, is endeavouring to export ferro-manganese instead of manganese ore;

(b) if so, the results obtained so far and the foreign exchange earned thereby ; and

(c) the names of countries where this raw material has great demand ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir. Sustained efforts for the exports of both ferro-manganese and manganese ore are being made.

(b) Following exports of ferro-manganese have been made in the recent years :—

Year	(Qty. '000 Tonnes Value Million Rs.)	
	Quantity	Value
1965-66	56.4	38.0
1966-67	10.3	8.1
1967-68	29.3	24.2
1968-69 (April-August)	28.7	13.1

(c) Ferro-manganese is required as raw material by steel producing countries to the extent their own production falls short of their demand. U. S. A.