for the last two or three years; year by year the situation there is deteriorating as far as relations between the management and the labour are concerned. May I know, Sir, what concrete steps Government purpose to take in order to settle the affairs amicably? I mean some sort of common machinery having representation for all parties has to be created so that issues can be discussed and mutually settled.

SHRI T. N. SINGH: The machinery is already there. There is a representative Union which is fully entitled to make any representation in regard to labour problems.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, the names of the Unions that are working in that factory?

SHRI T. N. SINGH: There is one Union, Heavy Electricals Trade employees Union, which is recognised as the representative trade union. There is another Union which is not recognised, called the HESTU.

SHRI G. M. MIR: May I know, Sir, whether it is a fact that the losses in the Heavy Electricals are due to theft and misappropriation mostly by officials, Storekeepers and others and, further, may I also know whether these losses have been written off by the General Manager?

SHRI T. N. SINGH: If the hon. Member supplies me the details, I shall certainly look into them.

SHRI R. S. KHANDEKAR: May I know, Sir, whether it is a fact that in this factory there was a wage increase recently when the President of the A.I.T.U.C., Madhya Pradesh, threatened to go on fast, while no increase in wages was given although so many Unions before this incident agitated for their demands? May I know the reason for this?

SHRI T. N. SINGH: I may inform the hon. Member that the question of their wage raise has been under examination for the last more than one month, at least ever since I joined this Ministry. And this decision has nothing to do with any individual's threat to fast.

प्रथम श्रेणी के डिब्बों के लिये कंडक्टर

*२३८. **श्री विमलकुमार मन्नालालजी चौरड़िया** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली और बम्बई तथा दिल्ली और मद्रास के बीच चलने वाली किन किन यात्री गाड़ियों के प्रथम श्रेणी के डिब्बों के लिये कण्डक्टरों की व्यवस्था नहीं है, और

(ख) कंडक्टरों की व्यवस्था न होने के क्या कारण हैं ?

†[CONDUCTORS FOR FIRST CLASS COMPARTMENTS

*238. SHRI V. M. CHORDIA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of passenger trains running between Delhi and Bombay and Delhi and Madras for which there is no provision for conductors for first class compartments; and

(b) the reasons thereof?]

रेल मंत्रालय में राज्य मंत्री (श्री राम सुभग सिंह) : (क) केवल पहले दर्जे के डिब्बों या कक्षों के लिये अलग से कंडक्टर या कंडक्टर गार्ड नहीं रखे जाते । लेकिन इन मार्गों पर चलने वाली सभी गाड़ियों के पहले दर्जे के सभी गलियारेदार डिब्बों में परिचारों की व्यवस्था है ।

(ख) सवाल नहीं उठता ।

†[ ] English translation.

†[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) Conductors or Conductor Guards are not provided exclusively for first class coaches or compartments. Attendants have, however, been provided in all corridor type first class coaches on all trains on these routes.

(b) Does not arise.]

श्री विमलकुमार मन्नालालजी चौरड़िया : क्या श्रीमान् बतलायेंगे कि एक्सक्लूसिवली इन प्रथम श्रेणियों के डिब्बों के लिये आप कंडक्टर प्रोवाईड नहीं करते हैं जब कि इन्हीं मार्गों पर चलने वाली कुछ गाड़ियों में दूसरे कामों के लिये भी कन्डक्टर की व्यवस्था करते हैं। इसका क्या कारण है ?

श्री राम सुभग सिंह : जैसा कि बताया गया है कि करीब करीब सभी मेल और एक्सप्रेस गाड़ियों में कण्डक्टर हैं और वे केवल उच्च श्रेणी के मुसाफिरों के लिये ही नहीं हैं बल्कि सब मुसाफिरों के लिये हैं। हम लोग इस बात का आयन्दा ख्याल रखेंगे कि तीसरे क्लास के यात्रियों की ओर वे विशेष तौर पर ध्यान दें।

श्री विमलकुमार मन्नालालजी चौरड़िया : कुछ गाड़ियों में तो प्रथम श्रेणी के यात्रियों के लिये आपने कन्डक्टर की व्यवस्था कर रखी है देहरादून एक्सप्रेस में इस तरह की व्यवस्था न होने का क्या कारण है ?

श्री राम सुभग सिंह : देहरादून एक्सप्रेस में अभी इस तरह की व्यवस्था नहीं है। इसका कारण यह है कि धीरे धीरे हम सारी बातें बढ़ा रहे हैं क्योंकि जब से यह सारा काम शुरू किया गया, तब से हमारे सामने खर्च का भी सवाल आया है, जिसकी वजह से हमने इस काम को रोक दिया। एक यही ट्रेन है जिसमें इस तरह की व्यवस्था नहीं है और हम इस ट्रेन में भी इस तरह की व्यवस्था करने पर विचार करेंगे।

श्री विमलकुमार मन्नालालजी चौरड़िया : आपको ज्ञात होगा कि जो गाड़ी दिल्ली से बम्बई जाती है उसमें कन्डक्टर के अभाव के कारण प्रथम श्रेणी के यात्रियों को यह भी मालूम नहीं हो पाता है कि अमुक स्टेशन पर जगह है या नहीं ? दूसरा उनके लिये मार्ग में सुविधा की दृष्टि से कोई व्यवस्था नही है और तीसरी बात यह है कि कई सीटें खाली होने के बावजूद भी लोगों को बैठने के लिये जगह नहीं मिलती है। इस तरह की सारी बातें हैं और मैं माननीय मंत्री जी से यह पूछना चाहता हूं कि शासन का ध्यान इन बातों की ओर गया अथवा नहीं और इन बातों को पूरी करने के लिये शासन क्या व्यवस्था करने जा रही है ?

श्री राम सुभग सिंह : माननीय सदस्य ने जिन दिक्कतों का हवाला दिया है, उन सारी दिक्कतों को दूर करने की हम कोशिश करेंगे।

SHRI A. D. MANI: Sir, would the Minister tell us how many Conductor Guards work on these trains and for how many bogies, and is he aware that at wayside stations the public which want to board these trains have to engage special men to find out the Conductor Guards?

SHRI RAM SUBHAG SINGH: Actually, Conductor Guards are there, as I said, on every Mail|Express train. He is supposed to look after the interest of all the passengers. But if there is any specific difficulty, we shall certainly see that that difficulty is eliminated.

SHRI R. S. KHANDEKAR: May I know, Sir, whether it is not a fact that the number of Conductors running on these railways is insufficient and many a time it is very difficult to locate them because they are almost

†[ ] English translation.

asleep in the compartments and the passengers find great difficulty in finding them out and getting accommodation? May I know, Sir, what steps the Government are taking for removing this inconvenience to the passengers?

SHRI RAM SUBHAG SINGH: Actually, Sir, I do not think we are in a position to increase the number of Conductor Guards on each Mail or Express train or other trains also because the number does not always improve the quality of service. What we intend to do is to improve the quality of service and see that all the people in charge, who are there available on railway stations or in trains, T. C. or Attendants or Conductor Guards etc. should all see that the passengers are not put to any difficulty.

SHRI FARIDUL HAQ ANSARI: The hon. Minister has just mentioned about the corridor bogie. May I know, Sir, whether he is aware that for the last two years the Members of Parliament have been complaining that Attendants are not provided in these bogies and due to that serious incidents have taken place?

SHRI RAM SUBHAG SINGH: The information that I have here, Sir, indicates that Attendants are provided in all the corridor type of I class coaches, and if there is any place where the hon. Member does not find an Attendant, I shall see to it that that is done.

श्री गिरिराज किशोर कपूर : क्या माननीय मंत्री जी कृपा करके बतलायेंगे कि बिलासपुर से जो गाड़ी इन्दौर के लिये जाती है और जब दिन में बिलासपुर से जबलपुर तक आती है तब तो उसमें कन्डक्टर गार्ड रहता है और जब रात को जबलपुर से भोपाल तक जाती है तो उसमें कन्डक्टर गार्ड नहीं रहता है, इसका क्या कारण है ?

श्री राम सुभग सिंह : हम इस बात का पता लगायेंगे कि ऐसी बात क्यों होती है क्योंकि यह बात सवाल में साफ रूप से नहीं पूछी गई है. इसलिये हम इस बात का पता लगायेंगे । I want notice.

ZINC SMELTER PLANT

*239. SHRI Y. A. REDDY: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether there is a proposal under Government's consideration to establish a zinc smelter plant with polish assistance; and

(b) if so, where it is proposed to locate the plant?

THE MINISTER OF STEEL AND MINES (SHRI N. SANJIVA REDDY): (a) Yes, Sir.

(b) The question of location of a zinc smelter plant was remitted for detailed study to an expert committee. The report of the committee is under examination. A final decision in the matter will be taken by Government shortly.

SHRI ARJUN ARORA: May I know, Sir, if the Government is aware of the fact that zinc is a much-coveted commodity in the black market, and premium in the black market on zinc is increasing almost every year? If the Government is aware of this sordid fact, will it take proper steps to arrive at a decision and set up a plant so that more zinc is available in the country?

SHRI N. SANJIVA REDDY: I do not know about black marketing but we are importing, no doubt, about 80,000 tons of zinc. Naturally, the supply being a little short, there may be some black-marketing. The Government is attempting to set up plants tc process imported zinc concentrates. We do not have much of zinc mining in this country.