

†[CUSTOMS DUTY ON GOODS BOOKED BY  
EASTERN RAILWAY

\*315. SHRI V. M. CHORDIA: Will the Minister of RAILWAYS be pleased to state:

(a) when the difference between the actual and calculated amounts of Customs purposes value of Rs. 2,02,733 and Rs. 21,38,349 respectively on goods booked by the Eastern Railway in March, 1962 was traced; and

(b) what were the reasons for which the Railway Department had to pay a huge amount in excess on duty charges as a result of this discrepancy?]

रेल मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) दिसम्बर, १९६२ में ।

(ख) सीमा-शुल्क (customs duty) का मूल्यांकन करने के लिए शुरू में विदेशी मुद्रा को रुपयों में बदलते समय हिसाब में गलती हो गयी थी । लेकिन बाद में हिसाब की साधारण तौर पर होने वाली जांच से उस गलती का पता चला और शुरू में रेलवे के नामखाते में सीमा-शुल्क की जो अधिक रकम डाल दी गयी थी, उसका आवश्यक समंजन कर दिया गया ।

†[THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
SHAH NAWAZ KHAN): (a) In December, 1962.

(b) There was, initially, an arithmetical error in the conversion of a foreign currency into rupees for assessing the value for customs duty, but the error was discovered on subsequent check of the calculations in the ordinary course and the necessary adjustments were made of the excess customs duty initially debited to the Railway.]

#### CLAIMS FOR THEFT OF GOODS ON RAILWAYS

\*316. SHRI M. P. BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that claims in respect of goods stolen in transit on the railways have gone up;

(b) the number of such claims filed in the years 1962 and 1963 and what was the value thereof; and

(c) what percentage of these claims was paid in the two years?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
S. V. RAMASWAMY): (a) to (c) At the time claims are preferred and registered, the specific cause leading to non-delivery or loss is not known either to the claimants or to the Railway Administration and therefore it is not possible to furnish the number of claims filed in respect of goods stolen. However, information relating to claims actually paid in such cases is placed on the Table of the House. [See Appendix XLVII, Annexure No. 26.]

#### ENQUIRY INTO CO-OPERATIVE SOCIETIES AND STORES IN DELHI

\*317. SHRI SITARAM JAIPURIA: Will the Minister of COMMUNITY DEVELOPMENT AND Co-OPERATION be pleased to state:

(a) whether it is a fact that the Delhi Administration has instituted or proposes to institute an enquiry into the working of co-operative societies and stores in the Capital;

(b) if so, what are the names of the societies/stores which will be covered by the enquiry;

(c) the names of the members of the enquiry committee; and

(d) by when the enquiry is expected to be completed?

THE DEPUTY MINISTER IN THE  
MINISTRY OF COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI S. D. MISRA): (a) to (d) The Delhi Administration is contemplating to institute an enquiry into the working of a few co-operative societies in

the Union Territory of Delhi. No notification in this matter has yet been issued. The question as to which particular co-operative societies should be covered by the statutory enquiry and scope thereof, is still under consideration.

#### STRIKE BY FLOTILLA GROUP OF BOMBAY PORT TRUST

\*318. SHRI DAHYABHAI V. PATEL: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have received intimation of the strike of nearly 600 men of Flotilla Group of the Bombay Port Trust and whether any assessment has been made of the effect of this on the working of the Bombay Port; and

(b) what steps have been taken to remedy the breakdown that will occur as a result of this strike?

THE MINISTER OF TRANSPORT (SHRI RAJ BAHADUR): (a) and (b) A statement is laid on the Table of the Sabha.

#### STATEMENT

Steam Tug 'Anand', a tug of the Bombay Port Trust, was laid up for survey on the 7th February, 1964. When a vessel is laid up for survey, the Engine Room Crew of that vessel are invariably required to help the staff of the Engineering Department assigned to repair the vessel and, among other things, attend to duties like lightening of main engine bearing nuts, lifting and carrying machine parts from one place to the other on the vessel or from the vessel to the wharf and lorry and *vice versa*. According to the Port Administration, these are traditional duties which the Engine Room Crew have always carried out in the past. When S. T. 'Anand' was laid up, its Engine Crew refused to carry out these duties in

spite of verbal and written orders. Notices were, therefore, served on six members of the staff concerned on 4th April, 1964 asking them to show cause why disciplinary action should not be taken against them. Their explanation was due by the 9th April, 1964.

2. At about 2:30 P.M. on the 6th April, 1964, the Bombay Port Trust General Workers Union called out some of the Flotilla crew in the Port Department on an indefinite strike in support of its demand for the revocation of these 'show cause' notices.

3. The Port Trust took all necessary steps to minimise immobilisation of ships, though shipping movements were affected to some extent. With the help of the navy and some loyal workers, normal working conditions were restored.

4. The strike was called off unconditionally on the 11th April, 1964.

5. There has been no fresh threat of strike from the Flotilla Crew of the Bombay Port Trust.

#### DIRECT DIALLING SYSTEM OF TELEPHONE

\*319. SHRI MULKA GOVIND REDDY: Will the Minister of Posts AND TELEGRAPHS be pleased to state whether direct dialling system of telephone is in operation; and if so, from which place to which place?

THE DEPUTY MINISTER IN THE DEPARTMENT OF POSTS AND TELEGRAPHS (SHRI B. BHAGAVATI): Subscriber Trunk Dialling is in operation between Delhi-Agra and Kanpur-Lucknow.

जी० टी० ट्रेन की बोगी में आग का लग जाना

\*३२०. श्री राम सहाय : दत्ता रे० मंत्री यह बताने की कृपा करेंगे कि :

(क) हाल में अप्रैल में मध्य रेलवे के विदिशा और सोराई स्टेशनों के बीच जी०