

details of how they are distributed State-wise.

Shri Kelappan: May I know if it is not the policy of the Government to bring all the railway lines under Government ownership?

Shri Alagesan: As far as these private lines are concerned, they are governed by Agreements and each case is considered on its merits.

Shri A. C. Guha: Is it not that 'railway' is a Central subject and should be under the Central Government?

Mr. Deputy-Speaker: That is an argument.

Shri T. N. Singh: May I know what is the price fixed for the purchase of these private railways and what has been the basis for settling the price?

Shri Alagesan: The basis is governed by the Agreements. The purchase price of the Tinnevely-Tiruchendur Railway is Rs. 33.60 lakhs and the purchase price of the Barsi Light Railway is Rs. 189 lakhs.

Shri T. N. Singh: In evaluating the assets may I know if the full purchase price has been allowed for the old engines and tracks taken over?

Shri Alagesan: I think we are paying at the capital cost which has been calculated.

Pandit K. C. Sharma: May I know if the Government have any control or supervision over the administration of these railways with regard to the passenger facilities?

Shri Alagesan: At present, no, Sir.

Dr. Ram Subhag Singh: May I know whether the agreements concluded with those private companies bar the Government from bringing the affairs of those private railway lines on a par with the other railway lines which are run by the Government?

Shri Alagesan: I have made it quite clear. If it is expected that we have got the power over them to enforce certain things, the answer is in the negative.

Shri K. K. Basu: May I know whether Government has any intention to purchase in the immediate future the private railways round the city of Calcutta?

Shri Alagesan: I have already answered that question. There is no such proposal.

Shri Velayudhan: May I know whether the Shandara-Saharanpur small gauge railway is a privately-owned one or not?

Shri Alagesan: Yes. It is privately-owned.

Shri Nambiar: May I know whether the profit or loss is shared by the Central Government in these private railways?

Shri Alagesan: I have not got the details here but there are certain guarantees. If the hon. Member is having in mind any particular railway, I can give him the answer.

Dr. Jaisoorya: May I know the rolling stock value of the Barsi Light Railway?

Shri Alagesan: I cannot give the figure just now.

Mr. Deputy-Speaker: Next question.

INTEGRATION OF AIR TRANSPORT COMPANIES

***38. Shri Nanadas:** Will the Minister of Communications be pleased to state:

(a) whether Government propose to take over the entire ownership of the various Air Transport companies; if so, under what terms and conditions;

(b) whether it is proposed to retrench any workers who are in employment at present in the Air Lines;

(c) whether Government are aware of a conference of Aviation workers' Unions held in Delhi on 10th, 11th and 12th of January 1953 and the decisions of the conference taken therein;

(d) whether the workers in the Air Transport Industry or their unions have submitted a memorandum to Government; and

(e) if so, what action Government had taken on the same?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes; a scheme for the re-organisation of civil air transport operations in the country is under examination and a Bill on the subject is proposed to be introduced in the Parliament during the current session.

(b) No; on the contrary we contemplate that every person who is at present *bona fide* in the employ of any air company should be continued in employment when the proposed State Corporation takes over the undertaking of the company.

(c) Yes, Sir.

(d) Yes, Sir.

(e) The views of the Unions will be taken into consideration while finalising the scheme.

Shri Nanadas: May I know how the corporation would be constituted, whether it will be a prototype of D.V.C. or different from that?

Shri Raj Bahadur: All these matters will be incorporated in the Bill and the Bill will be put up before the House in due course.

Shri Nanadas: I understand that there would be two corporations instead of one, one for the external service and the other for internal service.

Shri Raj Bahadur: This matter also is engaging the consideration of the Government.

Shri Nambiar: Would not this involve retrenchment of certain men who are now working?

Shri Raj Bahadur: That part of the matter forms part of the next question and my hon. friend will have to wait till then.

Shri V. P. Nayar: Do Government contemplate the associating of representatives of employers' organisations in the corporation?

Shri Raj Bahadur: I should have to repeat my answer.

Mr. Deputy-Speaker: They are going to be placed before the House shortly.

Shri A. M. Thomas: May I know whether the Dakotas now operating are reconditioned from the War Disposals, and other types of aircraft are obsolete ones, and if so, will there not be the necessity for purchasing new aircraft soon after they are taken by the Government?

Shri Raj Bahadur: That the Dakotas are those which have been reconditioned after having been obtained from disposals and are obsolete types is not a fact. As a matter of fact the entire industry is being run on the Dakotas, Vikings and their life is yet quite long. They are quite sound and are expected to function till 1960.

Shri Velayudhan: May I know whether the Government have any idea whether the so-called nationalization will lead to profit to the Government in this industry or not?

Shri Raj Bahadur: In course of time we hope that the industry will be able to stand not only on its own legs but will be yielding profits also.

Shri K. K. Basu: May I know what are the reasons which led the Government to form this Air Corporation?

Shri Raj Bahadur: To re-organise on sounder lines.

Shri R. K. Chaudhuri: May I know whether Government is embarking on this new policy in order to get some profit or in order to improve the service? I have another question also. May I know...

Mr. Deputy-Speaker: How can he ask another question? Let the first one be answered.

Shri Raj Bahadur: I have already answered that profit is not the only motive. We want to improve the service and re-organise and develop the industry.

Shri R. K. Chaudhuri: Is the Government contemplating to run the services with the old reconditioned Dakotas or are they going to replace them?

Mr. Deputy-Speaker: He has already answered it.

Shri Raj Bahadur: Let me clear a misunderstanding. There is no such thing as whole reconditioning of all the aircraft. As a matter of fact, all these engines are overhauled periodically after which they are as good as new, so far as safety and other things are concerned.

Shri R. K. Chaudhuri: Are they going to replace the existing ones?

Mr. Deputy-Speaker: He has already answered that their lifetime is long.

Shri Raj Bahadur: We shall keep pace with the times.

Dr. Lanka Sundaram: Arising out of the answer to part (c) of the question, may I know whether Government have taken into account the representations made by the employees of the various services... (*Interruption*).

Shri Raj Bahadur: I am afraid he has gone to the next question which I have not yet answered.

Shri Nambiar: He is thinking of Question No. 35, whereas the question under reply is Question No. 38. Retrenchment is clearly included there.

Shri Raj Bahadur: I apologise to the hon Member. With reference to this

particular question, the answer is "No". On the contrary, we contemplate that every person who is at present in the employment of any air company would be continued in employment when the proposed State Corporation takes over the undertaking.

Dr. Lanka Sundaram: My question was different altogether. Perhaps it has not been understood owing to the confusion in regard to the actual number of the Question. My question was this: whether any representations have been made by the employees of the various air services in India with reference to the possible differential standards of training, emoluments, service conditions etc. as between the external and the internal services, and if so, whether Government propose to consider the request made by them that there should be only one Corporation and not two Corporations?

Shri Raj Bahadur: We have received representations and we will give due consideration to all these factors.

The Minister of Communications (Shri Jagjivan Ram): So far as the question whether there should be one Corporation or two Corporations is concerned, no memorandum has been submitted by the employees. They waited on a deputation on me and we had some discussion. When the scheme is being finalised, their views will be taken into consideration.

Dr. Lanka Sundaram: May I know whether Government is prepared to see that there is no undue disparity of service conditions as between the external and the internal air services?

Shri Jagjivan Ram: All these things will be laid down in the regulations to be framed for determining the service conditions of the employees—whether in the Internal Air Corporation or the External Air Corporation.

Shri A. M. Thomas: May I know whether the Government has any idea as to the strength of the employees, and if so, what is their number?

Shri Jagjivan Ram: I have not got the exact number, but it is roughly 8000 to 9000.

Shri A. M. Thomas: May I also enquire what will be the total compensation that is estimated to be payable, and whether it will exceed the amount estimated by the Planning Commission?

Shri Raj Bahadur: It is not possible to make a forecast of the total compensation payable to the companies at this time, but it will not exceed the amount provided for it in the Plan.

Shri Nanadas: May I know whether, in order to utilise the expert knowledge of some of the present leaders of the industry, Government proposes to employ them as directors of the Corporation or as shareholders of the Corporation?

Mr. Deputy-Speaker: It is a suggestion for action. The matter will come up before the House later. Next question.

RE-GROUPING OF RAILWAYS (ECONOMY)

***39. Shri A. C. Guha:** Will the Minister of Railways be pleased to state:

(a) whether Government have reviewed the working of the new zonal system of railways for the last year;

(b) whether it is a fact that there has been hardly any economy in the working and there has been less earning during the last year; and

(c) whether it is a fact that some transport difficulties have been experienced—particularly in the transport of coal?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The working of the regrouped railways is constantly under review, but the annual review of working for 1952-53 will have to await the results of the current financial year which is still not over.

(b) The hon. Member's attention is invited to the reply given to Starred Question No. 883 asked by Shri Hukam Singh on 3-12-1952. It is still too early to assess the full extent of the economies realized and realizable. Better co-ordination in the movement of traffic has, however, been secured on the regrouped railways.

As regards earnings in the year 1951-52, they have been higher than in any previous year instead of being less.

(c) No. The working of the new Zonal system has not caused any transport difficulties. The overall loading, both on the Broad and the Metre Gauges was appreciably higher than that during the previous year. The loading of coal in 1952 was also higher by over 200 wagons a day compared with 1951. The rail transport made available continued, however, to fall short of the total demands.