

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.

**Shri A. C. Guha:** In view of the definite assurance that regrouping would mean some economy, may I know whether the Government has made any estimate as to the possible economy or otherwise?

**Shri Alagesan:** This has been explained several times on the floor of the House. These economies are being realised and the greater sources of economies visualised arise from elimination of dual control at points where different railways meet; possibilities of more intensive utilisation of power and equipment; improvement in rating and schedule of train services; nationalisation of workshops and workshop capacity; centralisation of stores purchases and their handling, etc. Under all these heads, improvement has been effected in the regrouped railways.

**Shri A. C. Guha:** Is there any improvement in economy?

**Shri Alagesan:** It includes economy also. All this means economy.

**Shri A. C. Guha:** Is it true that since the regrouping, there has been an increase in the number of highly paid officers?

**Shri Alagesan:** I do not think that there has been an increase in the number of highly paid officers.

**Shri Nambiar:** Arising out of the hon. Minister's answer, may I know whether there are possibilities of re-attachment of staff as a result of the rationalisation proposals?

**Shri Alagesan:** These are two conflicting positions. Of course, by abolishing redundant administrative establishments we can effect economies, but we have at the same time given a promise to the staff that we will not transfer them without their consent and now in some places we have to keep the establishments and allow them to go on. Again, even where we want to save by reduction of staff, we are still keeping staff over and above our requirements. We are allowing them to continue until the posts fall vacant, and we do not fill the vacancies.

**Shri A. C. Guha:** Arising out of the answer to part (c), may I know whether the percentage of empty haulage has increased in this year?

**Shri Alagesan:** As far as wagon movement is concerned, in broad gauge the daily improvement is 528 wagons more than in 1951. In metre gauge

the number of additional wagons moved daily is 493. This is a very perceptible improvement over last year.

**Shri A. C. Guha:** My question has not been answered.

**Mr. Deputy-Speaker:** The Railway Budget is coming up. He can raise it then.

**Shri B. S. Murthy:** May I know the steps proposed to be taken in order to abolish the supernumerary appointments in the officers' cadre due to the regrouping of the railways.

**Mr. Deputy-Speaker:** Two hon. Members in the same bench are of two different views.

**Shri Nambiar:** I enquired about the staff. This is about the officers.

**Shri Alagesan:** Supernumerary staff are not being retained.

**Dr. Jaisooriya:** Was there any report that there was a bottleneck at Mughal sarai with regard to coal traffic?

**Shri Alagesan:** No, Sir.

**Sardar A. S. Saigal:** May I know whether the regional system established in the Eastern Zone is being replaced by the divisional system?

**Shri Alagesan:** Both the systems obtain on the Eastern Railway.

#### TEA GARDENS

\*40. **Shri A. C. Guha:** Will the Minister of Labour be pleased to state:

(a) the number of tea gardens closed down during the last six months;

(b) their names with the number of workers and office staff rendered idle (State-wise); and

(c) whether any alternative occupation has been found or provided for them?

**The Minister of Labour (Shri V. V. Giri):** (a) and (b). A statement showing the particulars of tea gardens closed in the States of Assam, West Bengal, Tripura and Uttar Pradesh is laid on the Table of the House. [See Appendix I, annexure No. 7.]

No garden has closed in Madras, Bihar, Coorg and Himachal Pradesh. Information in regard to States of Punjab, Travancore-Cochin and Mysore has not yet been received.

(c) The Government of Assam has issued a directive that workers affected as the result of the closure of tea