

## RAILWAY TICKETS (CLERKAGE CHARGE)

732. **Shri Nambiar:** (a) Will the Minister of Railways be pleased to state whether it is a fact that the Divisional Superintendent, Moradabad Division, Northern Railway has issued a Circular on 30th December, 1952, directing that a clerkage charge of annas two per ticket should be made as from 1st January, 1953, for—

- (i) changing to a higher or lower class than the one purchased;
- (ii) changing the ticket to a different destination;
- (iii) returning tickets when the train runs late;
- (iv) exchanging a single ticket for a return ticket or vice versa; and
- (v) for tickets wrongly issued by the booking clerks?

(b) If the answer to part (a) above be in the affirmative, under what authority had this particular officer issued such a circular?

(c) Do Government propose to order the cancellation of this circular?

**The Deputy Minister of Railways and Transport (Shri Alageson):** (a) Yes.

(b) On the authority of instructions issued by the Northern Railway Administration in accordance with Rule 60 of the Indian Railway Conference Association Coaching Tariff (No. 16).

(c) The matter was further considered and it has since been decided not to levy the clerkage charge in the case of:

- (i) tickets wrongly issued;
- (ii) tickets purchased but subsequently returned;

(1) for change to a higher class,

(2) for change to another destination beyond the original station.

## RAILWAY RUNNING STAFF

733. **Shri M. L. Dwivedi:** (a) Will the Minister of Railways be pleased to state the categories of Railway employees who are entrusted with running duties on trains, but are not allowed running allowances as compared to some other categories of employees?

(b) What are the reasons for the discrimination?

**The Deputy Minister of Railways and Transport (Shri Alageson):** (a) and (b). Staff who are on duty on running trains are of two types:

(1) those who are connected with the actual running of the trains viz. drivers, firemen, guards and brakemen.

(2) those who are not connected with the actual running of trains but perform other duties viz. travelling ticket examiners, travelling van clerks, conductors etc.

Running allowances are given only to category (i) above for the obvious reason that they alone have duties in connection with the running of the train.

## EMPLOYMENT EXCHANGES

734. **Shri S. C. Singhal:** (a) Will the Minister of Labour be pleased to state the number of Employment Exchange offices which have been started in India?

(b) What is the annual expense on them?

(c) Do the Employment Exchanges take some steps to equalise the demand and supply of employment?

(d) What usually is the cost per head Government have to spend in seeking the employment for a man?

**The Minister of Labour (Shri V. V. Giri):** (a) Their number at the end of January 1953, was 131.

(b) The estimated expenditure on Employment Exchanges during 1952-53, is Rs. 35.33 lakhs.

(c) Yes: The Employment Exchanges make efforts to balance supply and demand for manpower in the various parts of the country. Vacancies for which suitable applicants are not locally available are filled by applicants from other Exchange areas. Similarly particulars of qualified persons for whom employment is not locally available are circulated to other Exchanges. There is constant flow of information regarding shortages and surplus of various categories of personnel within each region and between regions.

(d) Rs. 11.6 in 1952-53.

## SUGAR-CANE WASTE

735. **Shri M. R. Krishna:** (a) Will the Minister of Food and Agriculture be pleased to state what is the total quantity of sugar cane waste in India every year?

(b) What percentage of this waste is being used in the production of different materials?