

(f) whether Government propose to conduct an enquiry in this kind of mismanagement of this school in order to set the things right and also to save the students from the harassment of not getting bus service facility?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL): (a) and (b). According to information furnished by the Delhi Administration, Springdales School is an un-aided recognised private school. The Delhi Administration exercises control over this school under the provisions of the Delhi School Education Act, 1973 and rules made thereunder. There is no provision for registration of schools in the said Act and Rules.

(c) According to information furnished by Delhi Administration the School is not charging capitation fee from students.

(d) to (f). While provision of bus service facility is not a condition subject to which recognition was granted to the school, it has been ascertained that Springdales School provides bus service facility to students desirous of availing such facilities and residing in localities served by routes fixed by the Management of the school. It is for the school to entrust the management of this facility to such employee as it considers convenient. In view of the foregoing, no enquiry is called for.

#### Miyabhai Tribunal

4700. SHRI RAMESHWAR NEEKHRA: Will the Minister of RAILWAY: be pleased to state:

(a) whether "Miyabhai Tribunal" was appointed by Railway to examine the Working Hours of their Employees;

(b) if so, what are its recommendations;

(c) whether its recommendations have been accepted and implemented; and

(d) if so, details thereof Department-wise, Category-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) A statement is attached.

(c) Yes.

(d) Orders are of a general nature covering different departments and several categories.

#### Statement

Subject of recommendations made by the 'Miyabhai Tribunal' regarding hours of work of Railway employees.

1. Hours of employment shall be those during which an employee is at the disposal of his employer at the latter's instance.

2. Normally the daily and weekly hours of employment of 'Continuous' and 'Essentially Intermittent' workers should be 8 a day and 48 a week.

3. Daily and weekly hours of employment of Essentially Intermittent workers may be increased by such number of hours as may be necessary subject to the limits laid down by the Tribunal.

4. Time required for preparatory and/or complementary work which includes taking over and making over charge should be determined and included in the roster.

5. Averaging should be done in regard to (i) running staff; (ii) operating staff; (iii) shift workers and (iv) those workers whose work is bound up with the work of workers comprised in the above three categories. Cases falling in category (iv) should be determined.

6. Overtime should be paid at 1½ times the ordinary rate for work done beyond rostered hours upto statutory limits and twice the ordinary rate beyond the statutory limits.

7. Time spent for travelling spare on duty should be considered as part of duty except (i) when crew van facility has been provided; and (ii) when the worker does not travel on any day beyond 8 Kms.

8. Class 'C' Gatemen, Saloon Attendants, Caretakers of Rest Houses and Reservoirs etc. and Bungalow Peons should be reclassified as 'Essentially Intermittent'.

**Increase in Delhi Transport Corporation bus fares**

4701. SHRI PIUS TIRKEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state how many times Delhi Transport Corporation bus fare has been increased in Delhi during last five years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH): The Delhi Transport Corporation bus fare has been increased in Delhi only once during the last five years.

**रेलवे में डीजल की खपत**

4702. श्री राम लाल राही : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विदेशी मुद्रा में बचत करने की दृष्टि से रेलवे द्वारा डीजल की खपत में कटौती करने के लिये कोई उपाय किये जाने प्रस्तावित हैं;

(ख) डीजल के स्थान पर कोयले का प्रयोग कर हर वर्ष कितने डीजल की बचत की जा सकती है ;

(ग) क्या रेल इंजनों की आवश्यकता के लिये काफी मात्रा में कोयला उपलब्ध है ; और

(घ) डीजल की कमी की दृष्टि से कोयला-चालित इंजनों का निर्माण और प्रयोग कम करने का अर्थव्यय क्या है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन) : (क) रेलों पर हाई स्पीड डीजल तेल की खपत में बचत को उच्च प्राथमिकता दी जाती है। मण्डल तथा मुख्यालय दोनों स्तरों पर इसकी खपत पर निगरानी रखी जाती है। हाई स्पीड डीजल तेल की खपत पर नियंत्रण रखने के लिये डीजल इंजनों के अनुरक्षण पर कड़ी निगरानी रखी जा रही है।

(ख) से (घ) चूंकि स्टीम इंजन कर्षण का एक अकुशल साधन है इसलिए यातायात की तेजी से बढ़ती हुई आवश्यकताओं को उससे पूरा नहीं किया जा सकता। इसलिए स्टीम रेल इंजनों का निर्माण 1971 से बन्द कर दिया गया है। रेलों स्टीम इंजनों का विस्तार नहीं कर सकती। गाड़ियों का डीजलीकरण और विद्युतीकरण करना कुशल कर्षण की एकमात्र वैकल्पिक साधन है। देश में स्टीम कोयले की उपलब्धता इतनी पर्याप्त नहीं है कि रेलों और उद्योगों की सम्मिलित आवश्यकताएं पूरी की जा सकें।

**Chinese methods of incentives and disincentives for family welfare Programme**

4703. SHRI DIGVIJAY SINH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have studied the Chinese method of incentives and disincentives in the family welfare programme;