

Nehru House on Culture, Bhilai

4261. **Shri Baburao Patel:** Will the Minister of **Steel, Mines and Metals** be pleased to state:

(a) the expenditure on the construction of the Nehru House on Culture at Bhilai and the specific purpose it serves;

(b) whether the amount spent on the Nehru House could have been avoided in view of the fact that the Hindustan Steel Limited is losing crores of rupees every year; and

(c) if so, Government's reaction in the matter?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) The Nehru House of Culture cost about Rs. 2½ lakhs. It provides facilities for the composite community at Bhilai, which has members drawn from all over the country, to pursue its many-sided cultural life.

(b) Some expenditure on the welfare of employees is an inescapable charge on a progressive public sector enterprise.

(c) Government are keen that the welfare of the employees belonging to their enterprises should be adequately taken care of.

Bharathi Mills, Pondicherry

4262. **Shri Umanath:**
Shri P. Gopalan:
Shri K. Ramani:
Shri C. K. Chakrapani:

Will the Minister of **Commerce** be pleased to state:

(a) whether the Bharathi Mills Pondicherry has gone into production after take-over by the Central Government;

(b) if so, since when;

(c) the total strength of workers and staff employed by the mills prior to its closure;

(d) the number of workers and staff re-employed after Government take-over; and

(e) if the number re-employed is less than the total strength prior to closure, the reasons therefor?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) 1st February, 1967.

(c) About 1,200 workers.

(d) 827 workers.

(e) The reason for not employing all the workers is that the mills has restarted with 16,000 spindles and 144 looms only out of a total of 25,000 spindles and 386 looms.

Bharati Mills, Pondicherry

4263. **Shri Umanath:**
Shri P. Gopalan:
Shri K. Ramani:
Shri C. K. Chakrapani:

Will the Minister of **Commerce** be pleased to state:

(a) whether any workers on the rolls prior to closure of the Bharathi Mills, Pondicherry have been re-trenched after take-over by Government and if so, the number thereof;

(b) whether any compensation was paid to them and if so, on what basis;

(c) whether any workers have been left without being employed or re-trenched and if so, their number and how Government propose to absorb them; and

(d) whether there has been any increase in the workload after the take-over, and if so, the extent thereof?

The Minister of Commerce (Shri Dinesh Singh): (a) Around 500 permanent and temporary workers, including semi-clerks have been re-trenched since take-over of the mills by Government.

(b) 268 workers have been paid pension in accordance with Industrial Disputes Act and the rest are being paid in batches.

(c) No workers have been re-employed or retrenched.

(d) No, Sir.

Derailling near Pahara Station

4264. Shri Vishwa Nath Pandey: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some persons were injured when a bogie of the Howrah-Delhi Express derailed on the 10th June, 1967 near Pahara Railway Station between Chunar and Mirzapur on the Northern Railway;

(b) if so, the total number of the injured persons;

(c) the causes of the accident; and

(d) the total loss of the railway property?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). On 10-6-1967, when train No. 11 Up Howrah-Delhi Express was stopped between Up Starter and Up Advanced Starter signals of Pahara Station, it was found that the buffers of three coaches marshalled 7th to 9th from the train engine had got interlocked with each other. No coach was found derailed when the train came to stop. In this accident 8 persons sustained minor injuries.

(c) The cause of the accident is under investigation.

(d) The cost of damage to railway property was estimated at approximately Rs. 5,575.

Availability of Railway Wagons in Goa

4265. Shri Shinkre: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Railways are not in a position of putting at the disposal of mine-owners in Goa sufficient number of wagons for the transport of iron ore and manganese ore from Colem, Calay and

Curchorem stations to Mormogoa Harbour;

(b) if so, the requirements of wagons for the purpose and the extent of shortage; and

(c) the steps Government propose to take to minimise the inconvenience to mine owners and to expedite the transport of ore which is a valuable foreign exchange earner?

The Minister of Railways (Shri C. M. Poonacha): (a) to (c). Railways are fully prepared to meet all demands for the transport of iron ore and manganese ore within Goa area. There is no shortage of wagons and all demands placed for this movement within Goa area are being cleared currently.

Theft of Railway Equipment from Train

4266. Shri D. C. Sharma: Will the Minister of Railways be pleased to state:

(a) whether there has been a phenomenal increase in the theft of fittings and equipment from trains;

(b) if so, the loss suffered by the Railways as a whole throughout the country during the year 1966-67 and during the current year so far;

(c) the steps taken to check these thefts; and

(d) the results achieved, if any?

The Minister of Railways (Shri C. M. Poonacha): (a) There has been a slight increase in the total value of property lost on account of thefts of fittings and equipments in the year 1966-67 as compared to 1965-66.

(b) The total loss suffered by the Railways during the year 1966-67 has been estimated at Rs. 20,67,111 and during the current year i.e. from April to end of May 1967 Rs. 2,72,636.

(c) Sustained attention is paid by the Railway Administrations in localising affected sections for tracking down criminals and receivers of stolen railway fittings and equipment. Anti-theft