

**SHRI RAMACHANDRA  
VEERAPPA:**

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken any final decision to take over the control of British Indian Corporation, Kanpur;

(b) if so, the names of the Branches which are likely to be taken over by Government during the year 1969; and

(c) their financial position at present and financial implications of the take-over?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). A statement is laid on the table of the House.

**STATEMENT**

(a) and (b). As stated in the reply to Starred Question No. 3. (18th February, 1969) Government has decided to take over Cooper Allen and North West Tannery Units of British India Corporation.

(c) The audited accounts of the company for the year 1968 have not yet been received. But the information presently available with the Department indicates that the Company incurred a loss of about Rs. 48 lakhs on the Cooper Allen and North West Tannery Branches during the half year ended June, 1968.

At the extra-ordinary general meeting of the Corporation held on the 14th February, 1968, the shareholders approved of the transfer of the aforesaid two units to Government on the following conditions:

- (i) the fixed assets of these two units comprising land, buildings, plant and machinery and other assets will be handed over by the management of the B.I.C. to the new company at a nominal value of Re. 1 (one).

- (ii) Stocks of raw materials, stores, spares and work in progress to the extent considered serviceable, will be taken over by the New Company at a value to be determined by M's. S.R. Batliboi & Company, a firm of Chartered Accountants in conjunction with the technical team appointed by the Government of India. (The value of such assets has since been assessed by the Chartered Accountants and their report is presently under consideration.)
- (iii) The New Company would not be responsible for the debts due by, any loans, advances and liabilities incurred, whether actual, contingent or otherwise, by the B.I. Corporation prior to the date of the sale. These will be the responsibility of and are to be dealt with by that Corporation in such a manner as it considers suitable for its purposes. Likewise, the new company will not take over deposits and advances made to the aforesaid branches of the Corporation prior to the date of the sale.
- (iv) The finished stocks as existing on the date of the sale would not be taken over by the new company.
- (v) In the case of those employees who are taken over by the new company, the new company would accept full responsibility with regard to their gratuity and the employees so taken over will be entitled to the benefits of the leave already accrued. In the case of those who are not taken over by the new company, the Corporation would remain liable for payment of their dues including gratuity and retrenchment compensation, if any.

**Dacoties in Trains on North Eastern  
Railway**

- \*159. SHRI SHRI CHAND GOYAL:  
SHRI RANJIT SINGH:

SHRI BENI SHANKER  
SHARMA:

SHRI HARDAYAL DEVGUN:

SHRI BHARAT SINGH  
CHAUHAN:

SHRI D. C. SHARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that within the last fortnight of December, 1968, three running train dacoities were committed on the 311 UP Howrah-bound Samastipur Passenger Train between Barauni and Teghra stations of the North Eastern Railway by armed men—the last one on the 30th December, 1968 in a second class compartment;

(b) if so, the details of these robberies;

(c) whether any Police was posted in the train at the time of the last dacoity in view of the two earlier dacoities;

(d) the details of compensation paid, if any, to the victims; and

(e) the steps taken to prevent recurrence of such dacoities and to protect the lives and properties of the travelling public?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) Two cases of dacoity occurred during the last fortnight of December, 1968 on this train. First case occurred on 21-12-1968 in between Barauni Jn. and Mokameh on Eastern Railway and the second one on 30-12-1968 in between Barauni Jn. and Teghra station on North Eastern Railway.

(b) A statement showing the details of the two cases is laid on the table of the Sabha. [Placed in Library, See. No. LT—120/69.]

(c) Yes, Sir. The train was escorted by a Head Constable and a Constable of Government Railway Police, Barauni.

(d) No compensation has been paid.

(e) Officers and men of the Government Railway Police and armed section

of Bihar Military Police camp at focal points to make surprise raids for rounding up the criminals. All night passenger trains are now being escorted by Government Railway Police personnel and trains in the affected sectors are in addition being escorted by the armed parties of Bihar Military Police.

हैवी इंजीनियरिंग कारपोरेशन, रांची  
को घाटा

\*160. श्री सूरज भान :

श्री जगन्नाथ राव जोशी :

श्री बृज भूषण लाल :

श्री अटल बिहारी वाजपेयी :

श्री सीता राम केसरी :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) हैवी इंजीनियरिंग कारपोरेशन लिमिटेड, रांची में अब तक कुल कितनी पूंजी लगाई गई है ;

(ख) कारपोरेशन को अब तक कुल कितनी हानि हुई है तथा वर्ष 1967-68 में कितनी हानि हुई है ;

(ग) हानि के कारण क्या हैं ;

(घ) सरकार द्वारा इस सम्बन्ध में क्या कार्यवाही की गई है तथा उसका क्या परिणाम निकला है ; और

(ङ) क्या यह सच है कि प्रतिरक्षा के प्रयोजन के लिए सामग्री की सप्लाई करने में विलम्ब हुआ है और यदि हाँ, तो इसके क्या कारण हैं ?

इस्पात तथा भारी इंजीनियरिंग मंत्री (श्री खे० मु० पुनाच्छा) : (क) 1 दिसम्बर, 1968 को कुल 213.69 करोड़ रुपये लगे हुए थे जिनमें 200 करोड़ रुपये इन्वेंट्री पूंजी के रूप में और 113.69 करोड़ रुपये ऋण के रूप में थे ।

(ख) 31 मार्च, 1968 तक कुल 25.57 करोड़ रुपये की हानि हुई । इसमें से वर्ष