

at the time of their promotion as Stenos as in the case of Clerks of stores Department, Train Clerks, etc.;

(d) the reasons why these Stenographers were not confirmed even after 10 to 14 years service in the grade; and

(e) the measures that are being taken to protect the interests of people working as Typists?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Loss on Southern Railway

4380. SHRI KIRUTTAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that various measures have been taken during the last two years to make rail transport more attractive on the Southern Railway;

(b) is so, what are those measures;

(c) whether it is also a fact that inspite of these measures, the loss during the year 1967-68 and 1968-69 has increased enormously; and

(d) if so, the amount of loss during the past two years (year-wise) and specific reasons?

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH): (a) Yes.

(b). The following are some of the important measures taken:

- (i) Speeding up of Mail, Express and Passenger trains;
- (ii) Introduction of new trains;
- (iii) Introduction of more sleeper coaches;
- (iv) Introduction of Quick Transit services;

(v) Introduction of Super Express Goods services on important Trunk routes;

(vi) Dieselisation for goods services;

(vii) Quoting reduced rates for goods traffic wherever warranted;

(viii) Maintenance of close contact with trade to ascertain their transport requirements and accordingly organising movement by rail;

(ix) Guaranteed supply of wagons at Bangalore City and Salt Cotaurs goods Sheds, even against operational and other restrictions;

(x) Introduction of 5-tonne container service between Madras and Bangalore; and

(xi) Study of traffic moving by road between Madras area and other Metropolitan cities with a view to bring back the traffic to rail.

(c) and (d). Against the loss of Rs. 11.02 crores in 1966-67, the loss in the year 1967-68 was Rs. 14.29 crores. According to the latest estimates, the loss in the year 1968-69 is anticipated at Rs. 15.58 crores.

In appraising the overall financial results of this Railway, it is necessary to take into account the severe constraints peculiar to this Railway, namely--

- (i) the higher proportion of metre gauge working with its inherent higher cost of operation;
- (ii) preponderance of passenger traffic which generally does not cover full cost;
- (iii) a high proportion of branch lines which have low traffic density;
- (iv) Southern Railway being mostly a terminal railway with no cross traffic; and

- (v) very stiff competition from the roads with about 95 per cent of its route kms. having parallel roads.

In 1966-67 and 1967-68 additional freight traffic as anticipated on Indian Railways as such did not materialise and therefore the Indian Railways as a whole showed deficit. In the current year till end of February, there is a drop of 2 per cent in originating revenue traffic on Southern Railway against 5 per cent increase on Indian Railways; originating passenger traffic dropped by 9 per cent on Southern Railway against 1 per cent drop on Indian Railway. It is hoped that the special efforts detailed, in reply to part (b) will arrest the drop in traffic and recapture some of the traffic gone to the road.

In regard to increase in working expenses, the increase on Southern Railway as on Indian Railways is due to the higher cost of staff, increase in prices of materials consumed by the Indian Railways and increased cost of capital.

Indian Standards Institution

4381. SHRI YOGENDRA SHARMA: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Indian Standards Institution (ISI) has registered itself as an exporter instead of confining its function to ensure quality of goods;

(b) whether allegations of corruption have been made against it publicly; and

(c) if so, the reaction of Government thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) the Indian Standards Institution registered itself as an exporter in 1965-66 for selling one of its publications namely the Conversion Slides for which it holds sole patent rights. It is within the function of ISI to sell these slides.

(b) and (c). An article containing certain allegations against the Institution appeared in 'Blitz' dated 1st March 1969. The allegations are being looked into.

Small Car Project

4382. SHRI S. K. TAPURIAH:
SHRI HIMATSINGKA:

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

(a) whether he had made fresh move to revive the small car project; and

(b) if so, the latest prospect of the revival of the project under the Fourth Five Year plan?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The question of Small Car Project in the Fourth Five Year Plan is still under consideration.

Reorganisation of Hindustan Steel Ltd.

4383. SHRI VIRENDRA KUMAR SHAH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether Government have finalised the proposals submitted by Dr. Channa Reddy, the then Minister for Steel, Mines and Metals, to reorganise Hindustan Steel Limited and to improve the working of the plants under it;

(b) whether it is a fact that none of the major recommendations has been fully implemented as yet;

(c) whether it is also a fact that Government have not been able to find whole-time Functional Directors for Hindustan Steel Board;

(d) whether Government feel that the necessary improvements in the working of the above steel plants can be effected even