

Shri Karmarkar: The stocks with the State Governments were 451,000 tons and the stocks with the Central Government godowns were only 2,000 tons.

सेठ अचल सिंह: क्या माननीय मंत्री बतलाने की कृपा करेंगे कि प्रोक्स्योरमेंट से जो गल्ला आया है और जो हमारे पास स्टॉक है, वह ६ महीने के बास्ते काफी नहीं होगा ?

श्री करमरकर: मुझे इस के बारे में नोटिस चाहिये, अभी तो हमारे पास स्टॉक काफी है।

Shri Pocker Saheb: May I know whether Government has taken into consideration the result of the derationing order in giving their reply to part (b) of the question?

Shri Karmarkar: I am afraid, Sir, I am not prepared to answer on the question of derationing in this connection.

Shri B. R. Bhagat: In view of the complaints that the procurement target in surplus States like Uttar Pradesh and Madhya Pradesh has not been adequate, may I know whether steps have been taken this year to increase the procurement target in these surplus States?

Shri Karmarkar: I should like to have notice about the targets in the States mentioned but the States are taking all possible steps to step up procurement as far as possible.

Mr. Speaker: Next question.

Dr. P. S. Deshmukh: May I ask a question about Madhya Pradesh, Sir?

Mr. Speaker: About every State there would be a question.

Dr. P. S. Deshmukh: There the target has been exceeded.

Mr. Speaker: Next question.

Shrimati Khongmen: May I draw your attention, Sir, to the fact that I have been supplied with a blank question paper?

Mr. Speaker: I am sorry. Perhaps it is a printer's mistake. She may draw the attention of the Secretary to that matter—it need not be mentioned in the House.

RETRENCHMENT AND RE-EMPLOYMENT

*1263. **Shri M. L. Dwivedi:** Will the Minister of Home Affairs be pleased to refer to the answer given to starred question No. 1287 asked on the 8th February, 1951, and state:

(a) the number of retrenched employees, as stated in the statement showing the Government servants retrenched etc., who have since been re-employed; and

(b) the number of fresh appointments, if any, in the Ministries concerned?

The Minister of Home Affairs and States (Dr. Katju): (a) Seven, consisting of one Assistant, three Clerks and three Peons.

(b) Twenty eight, composed of 8 Assistants, 14 Clerks and 6 Peons.

ROLLING STOCK FROM JAPAN

*1266. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Railways be pleased to state what is the amount of Rolling Stock that we are going to purchase from Japan during the year 1952-53?

(b) In what parts of the country do we propose to have electric trains and how many such trains are we purchasing during 1952-53?

(c) What is the number of locomotives, passengers coaches and wagons according to estimates of requirements during the coming three years beginning from 1952-53 and how many do we expect to manufacture in India?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Government do not propose to buy any complete units of Railway Rolling Stock from Japan but an educational order for 10 Metre Gauge passenger bogie underframes has recently been placed on a Japanese manufacturer.

(b) No provision is being made at present for the electrification of new lines anywhere. It is proposed to place an order for 24 Metre Gauge coaches for the Madras Suburban electric service during 1952-53.

(c) Our probable purchases for the 3 years beginning with 1952-53 are estimated to be 750 locos, 3,450 carriages and 28,500 wagons. Out of these it is expected that 510 locos, 2850 carriages and 19,500 wagons will be manufactured in India.

Pandit Munishwar Datt Upadhyay: May I know, Sir, what is the number of electric trains that are on the lines at present?

Shri L. B. Shastri: I shall require notice of that question.

Pandit Munishwar Datt Upadhyay: May I know, Sir, the number of rolling stock that we require to bridge the gap between our indigenous production and our requirements and from which country are they intended to be imported?

Shri L. B. Shastri: We expect to be self-sufficient in regard to our manufacture by the next five years, but in the meanwhile we are importing locomotives, coaches, etc., from the continent and also from the United Kingdom to overtake the arrears of replacement.

Shri T. S. A. Chettiar: May I know how the price quoted by the Japanese manufacturers compare with those quoted by continental firms?

Shri L. B. Shastri: I have no information. In fact, we want to examine this matter and, therefore, we have only ordered ten locomotives as an experimental order.

ACCIDENT TO 8 MIXED DOWN TRAIN (CLAIMS)

*1267. **Pandit Munishwar Datt Upadhyay:** (a) Will the Minister of Railways be pleased to state whether all the claims regarding accident to 8 mixed down train on the 3rd September, 1951, between Gotra and Noli on the Shahdara-Saharanpur Railway has been finally decided?

(b) What was the total amount of claims and how much has been allowed?

(c) What was the criterion for the acceptance of claims?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) The amounts claimed and decreed were Rs. 1,42,027 and Rs. 11,767 respectively.

(c) All claims for compensation were received and determined by Shri Babu Ram Verma, Additional District and Sessions Judge, Meerut, who was appointed as a Claims Commissioner in respect of this accident. In determining the amounts decreed, he was guided by the rates of compensation set out in the schedule to the Railway Accidents Compensation Rules, 1950, made in terms of Section 82J of the Indian Railways Act, 1890, and by the evidence adduced as to the loss of earning of the claimant, as a result of the injury or death to the passenger, arising out of the accident.

Pandit Munishwar Datt Upadhyay: May I know, if the hon. Minister has the estimate of actual damage caused to the railway itself by the accident?

Shri L. B. Shastri: I have no idea.

Pandit Munishwar Datt Upadhyay: May I know, Sir, what was the amount of claim for injury and death and whether any amount was claimed for loss of property?

Shri L. B. Shastri: The total number of claims filed in the court was 24 for a sum of about Rs. 1,42,027, out of which 14 claims amounting to Rs. 64,000 were rejected.

RAILWAY DISPUTES

*1268. **Shri S. N. Das:** Will the Minister of Railways be pleased to refer to the reply given to my starred question No. 1472 asked on the 3rd October, 1951 and state:

(a) whether the permanent machinery to settle disputes between Railway employees and the Administration has been set up;

(b) if so, what is its constitution;

(c) what is the procedure that has been laid down for its working; and

(d) what will be the recurring and non-recurring expenditure involved?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes.

(b) and (c). The machinery is envisaged in three tiers; one at the Railway level, the recognised Unions having access to district/divisional officers and subsequently to officers at the headquarters including the General Manager; at the next tier, matters not settled at railway level will be taken up by the respective Federations with the Railway Board; and at the third tier, in cases in which agreement is not reached between the Federation and the Railway Board, and the matters are of sufficient importance, reference may be made to an *ad hoc* Railway Tribunal composed of equal number of representatives of the Railway Administration and labour presided over by a neutral Chairman. It would be open to Government to accept, reject or modify the decision of the Tribunal.

(d) No expenditure recurring or non-recurring will be involved in this machinery unless an *ad hoc* Railway Tribunal is appointed.

Shri S. N. Das: May I know whether this body or the bodies constituted have begun working?

Shri L. B. Shastri: Yes.