

[Mr. Deputy-Speaker]

the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Pensionary Charges—Pension Fund'."

**DEMAND NO. 17 : REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND**

"That a sum not exceeding Rs. 4,19,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Repayment of loans from General Revenues and interest thereon Development Fund' "

**DEMAND NO. 18 : APPROPRIATION TO DEVELOPMENT FUND**

"That a sum not exceeding Rs 20,50,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Appropriation to Development Fund'."

**DEMAND NO. 19 : APPROPRIATION TO REVENUE RESERVE FUND**

"That a sum not exceeding Rs.10,03,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Appropriation to Revenue Reserve Fund'."

**DEMAND NO. 20 : PAYMENTS TOWARDS AMORTISATION OF OVER CAPITALISATION, REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND**

"That a sum not exceeding Rs 12,33,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day

of March, 1973, in respect of 'Payments towards Amortisation of over capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

15.07 hrs.

**\*APPROPRIATION (RAILWAYS) NO. 3 BILL**

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : Sir I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways "

*The motion was adopted*

SHRI K. HANUMANTHAIYA : I introduce the Bill †

I beg to move :‡

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER : Motion moved :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways, be taken into consideration."

\*Published in Gazette of India Extraordinary Part II, section 2, dated 22.5.72.

†Introduced with the recommendation of the President.

‡Moved with the recommendation of the President.

**SHRI JYOTIRMOY BOSU (Diamond Harbour) :** Sir, I oppose the move that the House should authorise the expenditure as has been indicated by the Minister because I can show you from my speeches that they have not been able to tackle things as they ought to have done.

I wish to point out that the stoppage that was enforced on the Sealdah division on 29-3-1972 was not a strike but some unruly elements belonging to certain political parties, the youth wing, had forced the operators in the cabins and control rooms and lakhs of people were made to suffer because the entire Sealdah division came to a standstill and the Railways have lost crores of rupees in the shape of earning of revenue. We want to know what is the action that the hon. Minister has taken, and we want a statement which the Minister has promised before the House but which never came out. It is a matter of deep regret.

The root cause of this is that there are factional fights between two groups of the INTUC in the eastern railwaymen's congress. On the 28th March, in Dhanbad, there was a conference, and 200 members were elected as delegates from the union, but 200 people who were mostly hired anti-socials were brought to Dhanbad. They created trouble and hurled three bombs; they were arrested and bullets and firearms of Pakistan make were recovered. 71 were arrested and out of the 71, 38 had nothing to do with the railways. We want to know that. Is it because it is factional fight which concerned the ruling party, that the Minister has taken no steps but allowed people and passengers to suffer and also the Railways to suffer in the shape of revenue earnings?

Secondly, is it a fact that catering and dining cars are given to the private sector. I want to know from the hon. Minister what he has been doing about the cancellation of the transfer order that has been given to seven ticket collectors at Howrah station who have done a good job. They had increased the revenue earnings to the tune of not less than Rs. 40,000 during the last ten months.

Also about the appointment of unskilled people belonging to the youth wing of a certain political party connected with the ruling party, how had they been allowed? They had

been allowed without any training, in contravention of the rules and regulations.

**SHRI K. HANUMANTHAIYA :** I agree with my hon. friend Mr. Bosu that it was very unfortunate that certain people had recourse to this method. *(Interruptions.)* You know it very well who did it; it is in the knowledge of all concerned. It is not a matter of secret. All that I can say is that this was done so suddenly that we in the railways as well as the State Government were taken aback by surprise. I agree that the loss has been tremendous. The State Government as well as the merchants of Calcutta have complained of shortages. It is not only this; subsequently four or five such instances have taken place all of squatting on the track or beating the railway officials and so on. This kind of goonda activities, done may be by one set of persons or another set of persons, results in loss of efficient service by the railways. Unless the State Government and people bring about complete normalcy for the railways to run smoothly and efficiently, their interests will suffer, their trade will suffer. I hope that all the political parties in that part of the country will fight their battle separately and leave the railways free. That is all that I ask of them. The hon. Member knows that I do not make any distinction between my partymen and other partymen.

**SHRI JYOTIRMOY BOSU :** In this case you have done so, I regret to say. That is why you have taken no action. They belong to the Youth Congress, the Chatra Parishad. You have shut your eyes to them...

**SHRI B. K. DASCHOWDHURY :** It is not a fact... *(Interruptions.)*

**MR. DEPUTY-SPEAKER :** It is for the Minister to answer, unless you have been appointed one without anybody's knowledge.

**SHRI K. HANUMANTHAIYA :** Mr. Bosu is a very well informed man. He knows it. What action can I take against outsiders. If it were railwaymen then I can take departmental action. If outsiders come and squat on the track or do harm, it is the State Government that has to take steps in order to prevent crime. I hope and trust that the State Government will see that such things do not occur. If they find any culprits who deserve punishment, I am sure they will proceed

[Shri K. Hanumanthaiya]

against them. The Railways are helpless in the matter of restoring law and order in the State.

SHRI JYOTIRMOY BOSU : You have yielded to pressure ; you have not come out with a clear statement before the House, although you promised.

SHRI K. HANUMANTHAIYA : Sir, about the ticket collection also, what he says is not quite correct. On the other hand the drive initiated to check ticketless travellers has yielded very good results in Sealdah and Howrah stations. If one or two people have been requisitioned by the Railway Administration for this purpose, it is a natural course of thing and this has been done not only in Calcutta, in fact in Haryana, U P and other places: Wherever such drive has been initiated, teachers, scouts and social workers—all these people are helping the Railways. If there is any particular intention and irregularity in the selection of a particular individual and if my hon. friend brings it to notice, I shall take action.

So far as the appointments are concerned. I cannot straightway reply. I have to look into the file. If he writes a letter to me, I will send a reply.

MR. DEPUTY-SPEAKER : The question is :

“That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways, be taken into consideration.”

*The motion was adopted*

MR. DEPUTY-SPEAKER : I shall now put the clauses. The question is :

“That Clauses 2 and 3. Clause 1, the Enacting Formula and the Title stand part of the Bill.”

*The motion was adopted*

*Clauses 2 and 3, Clause 1, the Enacting Formula and the Title were added to the Bill*

SHRI K. HANUMANTHAIYA : I beg to move :

“That the Bill be passed”

MR. DEPUTY-SPEAKER : The question is :

“That the Bill be passed”

*The motion was adopted*

GENERAL INSURANCE (EMERGENCY PROVISIONS) AMENDMENT BILL

MR. DEPUTY-SPEAKER : Shrimati Sushila Rohatgi.

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRIMATI SUSHILA ROHATGI) , I beg to move\* :

“That the Bill to amend the General Insurance (Emergency Provision) Act, 1971, be taken into consideration.”

Honourable Members are aware that on 13th May, 1971, an ordinance was issued for taking over the management of the undertaking of general insurance companies pending nationalisation of their business. Subsequently, a Bill was introduced in this House for replacing the Ordinance by an Act and the same was passed into law retrospectively from 13th May, 1971.

It is not necessary for me on this occasion to recapitulate the various provisions contained in the Act. Suffice it to say that it provides for the management of the undertakings of general insurance companies being carried on for and on behalf of the Central Government until such time as Government acquires the ownership of the insurers.

The provisions of the Act closely follow the corresponding provisions in the Life Insurance (Emergency Provisions) Act, 1956 which was enacted in similar circumstances at the time of nationalisation of life insurance business. The provisions were found satisfactory and we had presumed that on this occasion also no difficulty would arise. However, certain contingencies have arisen. While

\*Moved with the recommendation of the President .