

question: how many of them are recognised. So far not a single union had been recognised. In fact we are examining this issue. Some efforts are being made to see that fragmentation of trade union is reduced to a minimum. After that we will sit with the trade unions again and verify the membership. I am told that the All India Railwaymen's Federation affiliated union and the trade union affiliated to the CITU are holding talks whether they should come together. We are just awaiting for this process to take its course.

MR. SPEAKER: The reply need not be in so much detail for every supplementary question.

श्रीमती अहिन्दा पंत रंगनेकर : यह जो रिक्तगीशन होने वाला है यह सीक्रेट बनट में होता है। क्या सरकार को मालूम है कि एक यूनियन के वा म-रेमीडेंट का कत्ल हो गया है? उस की कोई जांच सरकार कर रही है?

श्री. मधु दण्डवते : मा यवर, जो प्रश्नी पूरक मवाल पूछा है उस के बारे में दूसरा मवाल प्राणें है पीर में बिस्तार से उस का जबाब देने वाला है। लेकिन जहां तक रिक्तगीशन का मवाल है मैं प्रा वामन देना चाहता है कि जो सैट रोसीजर है उस क जरिये हम रिक्तगीशन का मवाल ल करेयें। लेकिन हमारी कोशिश यह रहेगी कि अगर हो सके तो इंड ट्री में एक यूनियन बने और उस के लिए अगर हम कोई प्राधार डकुने की कोशिश करेंयें तो यूनियन के लोगों के साथ बैठकर कोई हल निकल सकेगा।

SHRI G. S. REDDI: What is the policy of the Government about the grant of travel facilities to cultural organisations?

PROF. MADHU DANDEVATE: Is it related to this question?

MR. SPEAKER: Policy matter can be answered when the demands come up for discussion.

Construction of more Railway Lines in Gujarat

*23. SHRI PRASANNBHAI MEHTA: Will the Minister of RAILWAYS pleased to state:

(a) whether State of Gujarat had been requesting the Centre for construction of more railway lines in the State;

(b) whether the Government have decided to construct all these railway lines in the Gujarat State during the next two to three years, and

(c) if so, how many lines will be undertaken by the Government in the State this year?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDEVATE).

(a) to (c). Requests have been received from State of Gujarat for construction of new lines from (i) Bhavnagar to Tarapore (ii) Gandhidhan: to Lakhpat and (iii) Nadiad to Modasa.

Surveys for the construction of these lines have been carried out. At present there is extreme shortage of resources even for completing the works already in hand. Efforts will be made to get more resources for new lines so as to enable taking up of new line projects in Gujarat State.

SHRI PRASANNBHAI MEHTA: The hon. Minister has mentioned about the construction of a few lines in Gujarat along with the other new lines in other States; During the course of his speech he said that they would take up those lines and they would try mobilise resources in consultation with the planning commission. He has stated today also that efforts would be made to mobilise re-

sources. So, no supplementary is required.

SHRI K. S. CHAVDA: There has been a long standing demand for joining Kansa—in the western railway with Bhildi on the northern railway and the Petitions committee of Parliament has also made a recommendation; this joins Gujarat and Rajasthan. May I know whether the hon. Minister is willing to take up this line in this year?

PROF. MADHU DANDAVATE: At present it is not possible because unless resources are made available, it is not possible to complete location survey.

SHRI D. D. DESAI: The Minister has given the shortage of resources as the main reason for not taking up these lines in Gujarat. He is aware that Western Railway is the principal income-maker of the entire railways system and that the income by way of freights accruing to the railways from Gujarat is substantially more than the mileage he has put up. During the last five years, the railways have put up several lines in other parts of the country. But when the Gujarat State has demanded the lines from Bhavnagar to Tarapore, Gandhidham to Lakhpat and Nadiad to Modasa, what are the constraints that the Minister is facing? He has already presented a surplus budget and presently he has enough resources from the railway system there. I am quite sure he has enough income possibilities from whatever railways he has set up so far.

PROF. MADHU DANDAVATE: The surplus I have indicated is Rs. 32.5 crores. The estimated expenditure for Bhavnagar-Tarapore line is Rs. 33.65 crores. For the Gandhidham-Lakhpat line the estimated expenditure is Rs. 22.45 crores. For the Nadiad-Modasa line it is Rs. 9.5 crores.

SHRI D. D. DESAI: He has already got Rs. 250 crores of money in depreciation fund.

PROF. MADHU DANDAVATE: Regarding Bhavnagar-Tarapore line, the original survey had shown that there would be 5.6 per cent return. But after the conversion work on Veerangaon-Okha line started, there has been certain diversion. Also, a very effective and rational road transport system has been built up there. So, a fresh survey has indicated that as against the original 5.6 per cent the return would be minus 1.7 per cent.

SHRI D. D. DESAI: But he has been assured that the State Government would underwrite the difference.

PROF. MADHU DANDAVATE: That is correct. So, if what the State Government has indicated brings down the estimate, it will be possible for us to take it up. For that, we are pleading with the Planning Commission.

SHRI RATANSINH RAJDA: May I know how much time is likely to be taken for the conversion of the Veerangaon-Okha line to BG?

PROF. MADHU DANDAVATE: If the resources are made available, it should be possible for us to complete it within a few years.

PROF. P. O. MAVALANKAR: I am happy, the Minister has mentioned in the budget speech the construction of the new Bhavnagar-Tarapore line. But with regard to the other new line—Nadiad—Kapadwanj—Modasa line—why is it that the government are not at least trying to expedite the survey and other engineering works so that it can also be taken up for construction very soon? That line also lies in the backyard region and because of the absence of railway line in that area, a lot of development has been held up.

PROF. MADHU DANDAVATE:

The preliminary survey of this was taken up in 1974. There was some difficulty about the feasibility report and the return that would be available. After some time, one development took place. The Chamber of Commerce have assured the government that new industries will be coming up. After the report of likely industries coming up, it is very likely that the return will be 7.8 per cent. If that report is borne out by facts and is further confirmed by various persons who are likely to take up industrial development, we will consider it.

श्री मोतीभाई धार० चौधरी : मंत्री जी ने अपने भाषण में कहा है कि पिछड़े विस्तार में रेलवे लाइन डालेंगे, क्या वह यह बताने की कृपा करेंगे कि राधनपुर हारीज रेलवे लाइन का काम कब हाथ में लिया जाएगा ?

श्री मधुबंइवते : पिछले चन्द बरसों में इतने प्रदेश पिछड़े रहे हैं कि हमने इस बारे में प्रायटी नय कर दी है। माननीय सदस्य ने जिम लाइन का जिक्र किया है, उस की तरफ हम बाद में ध्यान दे सकते हैं। गुजरात में नागपुर एक बिकबड़ एरिया है, और वह आदिवासियों का क्षेत्र है। इसलिए हमने उस को प्रायटी दी है। बाद में हम दूसरे क्षेत्रों की तरफ भी ध्यान देंगे।

SHRI NARENDRA P. NATHWANI:
I come from Gujarat and Saurashtra.
May I ask one question?

MR. SPEAKER: That is why I am calling you now.

SHRI NARENDRA P. NATHWANI:
Was there any proposal in the past to extend the Bhavnagar-Tarapore railway line up to Limbidi and then divert it to Bhavnagar and also take it to Rajkot? Whether that proposal has been considered or is under consideration?

PROF. MADHU DANDAVATE:
That proposal was already there, but whether the Bhavnagar-Tarapore railway is able to take it or not is a questionable proposition and the question of diversion will follow after we take up the present route.

MR. SPEAKER: Now, question No. 24.

SHRI JYOTIRMOY BOSU: Sir, I will take only half a minute. The hon. Minister, it seems, I regret to say, has not gone through the contents of the report of the Public Accounts Committee.

MR. SPEAKER: It can be reserved for the discussion on railways. Now, question No. 24. Hon. Minister of railways may answer.

SHRI JYOTIRMOY BOSU: Let him go through the PAC Report.

Re-instatement of Employees who participated in 1974 Railway Strike

*24. **PROF. P. G. MAVALANKAR:**

SHRI M. KALYANA SUNDARAM:

Will the Minister of RAILWAYS be pleased to state:

(a) Whether the employees who had participated in the 1974 Railway strike have all been reinstated in their jobs, as per the Government's policy announcement in March—end this year; and

(b) if so, details thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):
(a) and (b). A statement is laid on the Table of the Sabha.

Statement

(a) and (b). 1. **PERMANENT AND TEMPORARY EMPLOYEES:** Out of 627 who were out of service on 28th