

**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.

**Shri S. N. Das:** May I know the number of cases so far referred and decided?

**Shri L. B. Shastri:** I cannot exactly give the number of cases disposed of, but there were several meetings held at district and divisional level. In the Northern Railway, for example, 12 meetings were held; in North Eastern 13; in Eastern 49; in Western 20; Central one; and Southern 27.

Several meetings were also held at the headquarters level of railways.

**Shri S. N. Das:** May I know when this machinery was set up?

**Shri L. B. Shastri:** I cannot give the exact date.

**Shri Syamnandan Sahaya:** Will Government be pleased to state whether the question of adding the dearness allowance to the salary of railwaymen has also been referred to this body?

**Shri L. B. Shastri:** No; it has not been referred to this body. That matter has to be referred to a separate committee. The committee has not been appointed yet.

**Shri Velayudhan:** With regard to the constitution of the tribunal may I know whether all labour unions will be represented on the tribunal?

**Shri L. B. Shastri:** I have already told the House the constitution at the lower level of districts and divisions. I cannot give the exact quantum of representation that will be given to labour. But in regard to the ad hoc Railway Tribunal, it will be composed of equal number of representatives of the railway administration and labour, presided over by a neutral judge.

**Shri B. S. Murthy:** May I know, Sir, what steps Government propose to take in order to eliminate rival claims of labour unions for representation on these tribunals?

**Shri L. B. Shastri:** That depends on the recognition. If we recognise a particular union we will give representation to that union alone.

**Shri Raghavaiah:** May I know, Sir, whether cases of the reinstatement of railway employees discharged also will be taken up by this tribunal?

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

#### MANGALORE MADRAS EXPRESS (COLD STORAGE)

\*1269. **Shri Kelappan:** Will the Minister of Railways be pleased to state:

(a) whether any representation was made to Government for making cold storage arrangements in the Mangalore Madras Express for the transportation of raw fish from the West Coast to the Eastern districts; and

(b) if so, what action Government have taken in the matter?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) Yes. A request from the Director of Fisheries, Madras Government, was received by the Southern Railway for arranging movement of fish traffic in insulated vans from stations on the West Coast to Madras.

(b) The offer of the Southern Railway to provide an insulated van for the purpose was not availed of by the trade in spite of the efforts on the part of the Fisheries Department.

**Shri Kelappan:** May I know why it was not availed of?

**Shri L. B. Shastri:** It does not concern us. It was for the trade to avail of it or not.

**Shri B. S. Murthy:** Is it a fact that it was due to the freight charges being high that the offer was not availed of?

**Shri L. B. Shastri:** That is not our information.

**Shri Achuthan:** Is there any other line in the Southern Railway where this kind of arrangement is going on?

**Shri L. B. Shastri:** Perhaps it is not going on, but there is a proposal under consideration for the movement of fish from the Madras Government's Fisheries at Mettur Dam to Madras.

#### LOCO-SHEDS

\*1270. **Shri Ganpati Ram:** Will the Minister of Railways be pleased to state:

(a) how many loco-sheds there are in India specially in North zone and North Eastern zone;

(b) the number of locomotives repaired in 1950-51 and 1951-52 in North zone and North Eastern zones loco-sheds; and

(c) the total number of technicians and fitters employed in the said zones in 1950-51 and 1951-52?

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