

(b) According to available information, the resultant loss in production on account of the strike was about 73,800 tons of coal. The loss in revenue, namely, in the Central Cess, will be at the rate of annas 12 per ton on despatches.

Shri H. G. Vaishnav: May I know what was the duration of the strike period?

Shri Abid Ali: The strike was settled on the 26th November, 1955.

Shri H. G. Vaishnav: May I know whether local industries were affected because of the shortage of the coal supplied by the collieries there?

Shri Abid Ali: I have no information about that.

Shri P. C. Bose: May I know whether due notice was given of the strike, when the grievances of the workers were presented?

Shri Abid Ali: It was an illegal strike and no notice was given.

Shri T. B. Vittal Rao: May I know if it is a fact that the Ministry has recently issued instructions to the Conciliation Officers and Labour Officers that they should not intervene in the illegal strike? if so, what other alternative methods are adopted by them to resolve illegal strikes?

The Minister of Labour (Shri Khanubhai Desai): Instructions have been issued by the Ministry of Labour that when a strike comes about and if it is attended by violence, coercion and intimidation, they should not take any interest in such strikes. Particularly when the conciliation machinery and the regulation machinery are there, there is no reason why a strike of this nature should at all be called.

Shri Tulsidas: May I request the Railway Minister to take up Question No. 353 also along with Question No. 1072?

Mr. Speaker: Is it convenient for the hon. Minister to answer both together?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): Yes.

Mr. Speaker: The two Questions may be answered together.

Over-crowding in Trains

*1072. **Shri Tulsidas:** Will the Minister of Railways be pleased to state:

(a) whether representations have been made regarding the over-crowding in 202 Down Delhi Mail and 204 Down Delhi Express trains;

(b) whether suggestions have been made for reserving one third-class coach in these trains for long distance passengers travelling beyond Abu Road and Mehsana; and

(c) if so, the action taken thereon?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) No.

(c) Does not arise.

Over-crowding in Trains

*353. **Shri Tulsidas:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 749 on the 12th April, 1955 and state whether any, and if so what steps are proposed to be taken to meet the problem of over-crowding in Passengers' trains on the Ahmedabad-Delhi metre-gauge line?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): The steps proposed to be taken in this regard, as soon as the requisite coaches and engines become available, are, strengthening of the existing trains, and introduction of one additional Janata-cum-Parcel train between Ahmedabad and Delhi.

Shri Tulsidas: The Railway Minister has suggested that one Janata train will be run in this particular section when the coaches become available. I would like to know when it will be possible to reduce this overcrowding, because it has been a source of great inconvenience to the people.

Shri Shahnawaz Khan: The only difficulty of the Railway Ministry is shortage of rolling stock. We are doing our very best to secure rolling stock from wherever it is possible to get it. We hope to run this Janata train with effect from April 1957. By that date, the situation will ease.

Shri Tulsidas: The hon. Minister said in reply to part (b), No. Is it not possible to arrange a special third class bogie to be attached to these trains?

Shri Shahnawaz Khan: We shall examine that proposal.

Shri C. D. Pandey: Is the Government aware that there is perpetual overcrowding in all the trains that leave Delhi to the different stations and is there any machinery at the command of the Government to assess the over-crowding and take the necessary steps to remove that inconvenience?

Mr. Speaker: The question, I am afraid, is much wider. This question relates to a certain line. The hon. Member is alleging that there is overcrowding in all trains leaving Delhi.

The Minister of Railways and Transport (Shri L. B. Shastri): Overcrowding during the last one month or so has been mostly due to the Industrial Exhibition. It was not for the Railway Ministry to ask the Commerce and Industry Ministry not to hold that Exhibition.

Coal Mines Bonus and Provident Fund Scheme

*1074. **Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state :

(a) whether there are any collieries in India where the Coal Mines Bonus and Provident Fund Scheme has not yet been applied ; and

(b) if so, the names of the collieries and the reasons therefor ?

The Deputy Minister of Labour (Shri Abid Ali): (a) Yes.

(b) The Coal Mines Bonus Scheme and the Coal Mines Provident Fund Scheme have not so far been applied to the collieries in the t-

- (1) Tribal areas of Assam.
- (2) Borshora Colliery, Assam.
- (3) Hassa Colliery, Kutch.

The Coal Miners Bonus Scheme has been extended to the collieries in Rajasthan and Hyderabad but the provisions of the Coal Mines Provident Fund Scheme have not yet been extended to these collieries.

It has not been possible to apply these Schemes to the said collieries due to some practical difficulties. The matter is, however, under active consideration of the Government of India.

Shri T. B. Vittal Rao: May I know the number of workers for whom this Provident Fund Scheme is not in force. Some collieries have been stated.

Shri Abid Ali: In the Tribal areas of Assam, there are about 1300 workers. The mines are about 260. These are manned mostly by the family members of the owners themselves. In the Borshora Colliery, Assam, there are 411 workers. The scheme could not be applied there because although the mine is situated in Indian territory, the workers have to pass through Pakistan area and there they have Pakistan currency. The management is willing to apply the Scheme, but there is difficulty about getting the exchange. In the Hassa Colliery, Kutch, there are only 3 workers.

Shri T. B. Vittal Rao: May I know if the Government are aware of the fact that the owners of the Sasti collieries in Hyderabad have formulated a scheme on the lines of the Provident Fund Scheme and started recovery, but the Labour Inspector intervened and stopped that recovery ?

Shri Abid Ali: I take the information from the hon. Member.

Shri Kamath: And enquire into it ?

Bezwada Railway Station

*1075. **Shri B. S. Murthy:** Will the Minister of Railways be pleased to state what will be the capacity of the marshalling yard of Bezwada Railway Station after its re-modelling ?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): 1058 wagons per day.

Shri B. S. Murthy: May I know when this will be completed ?

Shri Shahnawaz Khan: I cannot give an exact date. In May 1955, a sum of Rs. 88.3 lakhs was sanctioned for extension of the yard. Work is already in progress and we have made a 3.3 per cent progress.

Shri B. S. Murthy: May I know how far this re-modelling will reduce the bottleneck at Bezwada ?

Shri Shahnawaz Khan: It will reduce it to a very great extent. At present, the Bezwada-Madras line can cope with about 300 wagons daily. We hope to step it up to 420 wagons a day. This would be quite enough for all the traffic except the coal traffic which has to move by sea.

Shri Chattopadhyaya rose—

Mr. Speaker: I am going to the next question.

Shri Chattopadhyaya: May I be permitted to ask one question on this question ?

Mr. Speaker: I am going to the next question.

Shri Chattopadhyaya: I am sorry.

Railway Coaches

*1077. **Shrimati Shivravati Nehru:** Will the Minister of Railways be pleased to state

(a) whether it is a fact that in the new type of Railway Coaches with corridors the accommodation below the berths is insufficient to accommodate the luggage of passengers;