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NEW DELHI

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[Sixth Session, Volume II, Second Session, 1977]

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ALPHABETICAL LIST OF MEMBERS
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A

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 Basu, Shri Chitta (Barasat)
 Basu, Shri Dhirendranath (Katwa)
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Brij Raj Singh, Shri (Aonla)
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Charan Singh, Chaudhuri (Baghpat)

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Chauhan, Shri Nawab Singh (Aligarh)
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Chavan, Shri Yeshwantrao (Satara)
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D

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Deo, Shri V. Kishore Chandra S. (Parvathipuram)

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 Jain, Shri Mohan (Durg)
 Jain, Shri Nirmal Chandra (Seoni)
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 Limaye, Shri Madhu (Banka)
 Lyngdoh, Shri Hopingstone (Shillong)

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N

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Oraon, Shri Lalu (Lohardaga)

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Pradhan, Shri Pabitra Mohan (Deogarh)

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Pullaiah, Shri Darur (Anantapur)

Q

Qureshi, Shri Mohd. Shafi (Anantnag)

R

Rachaiah, Shri B. (Chamarajanagar)

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Raghavji, Shri (Vidisha)

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Ram, Shri R. D. (Palamau)

Ram Awadesh Singh, Shri (Bikramganj)

Ram Charan, Shri (Jalaun)

Ram Deo Singh, Shri (Maharajganj)

Ram Dhan, Shri (Lalganj)

Ram Gopal Singh, Choudhary (Bilaur)

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Ram Murti, Shri (Bareilly)

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Ramalingam, Shri P. S. (Nilgiris)

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Ramaswamy, Shri K. S. (Gobichettipalayam)

Ramaswamy, Shri S. (Periakulam)

Ramdas Singh, Shri (Giridih)

Ramji Singh, Dr. (Bhagalpur)

Ramjiwan Singh, Shri (Balua)

Rangnekar, Shrimati Ahilya P. (Bombay North-Central)

Ranjit Singh, Shri (Hamirpur)
Rao, Shrimati B. Radhabai Ananda
 (Bhadrachalam)
Rao, Shri J. Rameshwara (Mahboob-
 nagar)
Rao, Shri Jagannath (Berhampur)
Rao, Shri Jalagam Kondala (Kham-
 mam)
Rao, Shri M. S. Sanjeevi (Kakinada)
Rao, Shri M. Satyanarayan Karim-
 nagar)
Rao, Shri P. Ankineedu Prasada
 (Bapatla)
Rao, Shri P. V. Narasimha (Hanam-
 konda)
Rao, Shri Pattabhi Rama (Rajah-
 mundry)
Rao, Shri Raje Vishveshvar (Chandra-
 pur)
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 (Kurnool)
Reddy, Shri M. Ram Gopal (Nizama-
 bad)
Reddy, Shri N. Sanjiva (Nandyal)
Reddy, Shri P. Bayappa (Hindupur)
Reddy, Shri S. R. (Gulbarga)

Rodrigues, Shri Rudolf (Nominated—
 Anglo-Indians)
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Roy, Shri A. K. (Dhanbad)
Roy, Dr. Saradish (Bolpur)
Roy, Shri Saugata (Barrackpore)

S

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Sahoo, Shri Ainthu (Bolangir)
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Sait, Shri Ebrahim Sulaiman (Manjeri)
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Sathe, Shri Vasant (Akola)
Satapathy, Shri Devendra (Dhenkanal)
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 Sharma, Shri Rajendra Kumar (Ram-
 pur)
 Sharma, Shri Yagya Datt (Gurdaspur)
 Shastri, Shri Bhanu Kumar (Udaipur)
 Shastri, Shri Ram Dhari (Padrauna)
 Shastri, Shri Y. P. (Rewa)
 Shejwalkar, Shri N. K. (Gwalior)
 Sheo Narain, Shri (Basti)
 Sheo Sampat, Shri (Robertsganj)
 Sher Singh, Prof. (Rohtak)
 Sheth, Shri Vinodbhai B. (Jamnagar)
 Shinde, Shri Annasaheb P. (Ahmed-
 nagar)
 Shrangare, Shri T. S. (Osmanabad)
 Shrikrishna Singh, Shri (Monghyr)
 Shukla, Shri Madan Lal (Janigir)
 Sikander Bakht, Shri (Chandni Chowk)
 Singh, Dr. B. N. (Hazaribagh)
 Singha, Shri Sachindrala (Tripura
 (West))

Sinha, Shri C. M. (Mayurbhanj)
 Sinha, Shri H. L. P. (Jehanabad)
 Sinha, Shri Mahamaya Prasad
 (Patna)
 Sinha, Shri Purna (Tezpur)
 Sinha, Shri Satyendra Narayan
 (Aurangabad)
 Somani, Shri Roop Lal (Bhilwara)
 Somani, Shri S. S. (Chittorgarh)
 Somasundaram, Shri S. D. (Thanjavur)
 Stephen, Shri C. M. (Idukki)
 Subramaniam, Shri C. (Palani)
 Sudheeran, Shri V. M. (Alleppey)
 Sukhendra Singh, Shri (Satna)
 Suman, Shri Ramji Lal (Firozabad)
 Suman, Shri Surendra Jha (Dar-
 bhanga)
 Sunna Sahib, Shri A. (Palghat)
 Suraj Bhan, Shri (Ambala)
 Surendra Bikram, Shri (Shahjahan-
 pur)
 Surya Narain Singh, Shri (Sidhi)
 Suryanarayana, Shri K. (Eluru)
 Swaminathan Shri, R. V. (Madurai)
 Swamy, Shri Sidrameshwara
 (Koppal)
 Swamy, Dr. Subramaniam (Bombay
 North-East)
 Swatantra, Shri Jagannath Prasad
 (Bagaha)

T

Talwandi, Shri Jagdev Singh
 (Ludhiana)
 Tan Singh, Shri (Barmer)
 Tej Pratap Singh, Shri (Hamirpur)
 Thakur, Shri Krishnarao (Chimur)
 Thiagarajan, Shri P. (Sivaganga)

Thomas, Shri Skariah (Kottayam)
 Thorat, Shri Bhausaheb (Pandharpur)
 Tirkey, Shri Pius (Alipurduar)
 Tiwari, Shri Brij Bhashan (Khalilabad)
 Tiwary, Shri D. N. (Gopalganj)
 Tiwary, Shri Madan (Rajnandgaon)
 Tiwary, Shri Ramanand (Buxar)
 Tohra, Shri G. S. (Patiala)
 Tombi Singh, Shri N. (Inner Manipur)
 Tripathi, Shri Madhav Prasad (Domariaganj)
 Tripathi, Shri Ram Prakash (Kannauj)
 Tulsiram, Shri V. (Peddapalli)
 Tur, Shri Mohan Singh (Taran Taran)
 Tyagi, Shri Om Prakash (Bahraich)

U

Ugrasen, Shri (Deoria)
 Unnikrishnan, Shri K. P. (Badagara)

V

Vaghela, Shri Shankersinhji (Kapadvani)
 Vajpayee, Shri Atal Bihari (New Delhi)
 Vakil, Shri Abdul Ahad (Baramulla)
 Varma, Shri Brij Lal (Mahasamund)
 Varma, Shri Ravindra (Ranchi)
 Vasisht, Shri Dharma Vir (Faridabad)
 Veerabhadrappa, Shri K. S. (Bellary)
 Venkataraman, Shri R. (Madras South)

Venkatareddy, Shri P. (Ongole)
 Venkatswamy, Shri G. (Siddipet)
 Verma, Shri Chandradeo Prasad (Arrah)
 Verma, Shri Hargovind (Sitapur)
 Verma, Shri Mritunjay Prasad (Siwan)
 Verma, Shri Phool Chand (Shajapur)
 Verma, Shri R. L. P. (Koderma)
 Verma, Shri Raghunath Singh (Mainpuri)
 Verma, Shri Sukhdev Prasad (Chatra)
 Visvanathan, Shri C. N. (Tirupattur)

Y

Yadav, Shri Gyaneshwar Prasad (Khagaria)
 Yadav, Shri Hukmdeo Narain (Madhubani)
 Yadav, Shri Jagdambi Prasad (Godda)
 Yadav, Shri Narsingh (Chandauli)
 Yadav, Shri Ram Naresh (Azamgarh)
 Yadav, Shri Ramjilal (Alwar)
 Yadav, Shri Vinayak Prasad (Saharsa)
 Yadav, Shri Vinayak Prasad (Saharsa)
 Yadava, Shri Roop Nath Singh (Pratapgarh)
 Yadavender, Shri (Jaurpur)
 Yuvraj, Shri (Katihar)

Z

Zulfiqarulla, Shri (Sultanpur)

LOK SABHA

The Speaker

Shri N. Sanjiva Reddy

The Deputy-Speaker ,

Shri Godey Murahari

Panel of Chairmen

Shri Dhirendranath Basu

Shri Tridib Chaudhuri

Miss Abha Maiti

Shri S. D. Patil

Shri M. Satyanarayan Rao

Shri Dwarika Nath Tiwary

Secretary-General

Shri S. L. Shakhder

GOVERNMENT OF INDIA

Members of Cabinet

The Prime Minister	Shri Morarji R. Desai
The Minister of Home Affairs	Chaudhuri Charan Singh
The Minister of Defence	Shri Jagjivan Ram
The Minister of Information and Broadcasting	Shri L. K. Advani
The Minister of Agriculture and Irrigation	Shri Parkash Singh Badal
The Minister of Petroleum, Chemicals and Fertilizers	Shri H. N. Bahuguna
The Minister of Works and Housing and Supply and Rehabilitation	Shri Sikandar Bakht
The Minister of Law, Justice and Company Affairs	Shri Shanti Bhushan
The Minister of Education, Social Welfare and Culture	Shri Pratap Chandra Chunder
The Minister of Railways	Prof. Madhu Dandavate
The Minister of Commerce and Civil Supplies and Cooperation	Shri Mohan Dharia
The Minister of Communications	Shri George Fernandes
The Minister of Tourism and Civil Aviation	Shri Purushottam Kaushik
The Minister of Health and Family Welfare	Shri Raj Narain
The Minister of Finance and Revenue and Banking	Shri H. M. Patel
The Minister of Steel and Mines	Shri Biju Patnaik
The Minister of Energy	Shri P. Ramachandran
The Minister of External Affairs	Shri Atal Bihari Vajpayee
The Minister of Parliamentary Affairs and Labour	Shri Ravindra Varma
The Minister of Industry	Shri Brijlal Verma

LOK SABHA DEBATES

Vol. II, First day of the Second Session of the Sixth Lok Sabha No. 1

I

LOK SABHA

Saturday, June 11, 1977/Jyaisiha 21,
1899 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

MEMBER SWORN

Shri A. E. T. Barrow (Nominated—
Anglo-Indian)

OBITUARY REFERENCES

MR. SPEAKER: Hon. Members, as we meet today after an interval of two months, it is my sad duty to inform the House of the passing away of one of our colleagues, Shri S. B. Giri and three former Members, Shri Girija Sankar Guha, Shri Hem Barua and Shri K. C. Neogy.

Shri S. B. Giri was a sitting Member of this House from Warangal constituency of Andhra Pradesh. He had also been a Member of the Fifth Lok Sabha during the years 1971—77. He was a trade unionist and freedom fighter. After Independence, he played a prominent role for the merger of erstwhile Hyderabad State in the Indian Union. He was associated with trade union activities for a long time and held some of the top positions in All India Railwaymen's Federation and Hind Mazdoor Sabha. He will be remembered for long for his devotion to the cause of the Labour. A widely travelled man, he had endeared himself to a large

circle of friends by his amiable nature. He used to take active part in the proceedings of the House. He suddenly passed away at Secunderabad on the 23rd April, 1977 at the age of 55.

Shri Girija Sankar Guha was a Member of the Constituent Assembly and Provisional Parliament during the years 1947—52. Earlier he had served as a Minister in the Tripura State in 1945. He passed away at Shillong on the 2nd March, 1977 at the age of 83.

Shri Hem Barua was a Member of the Second, Third and Fourth Lok Sabha during the years 1957—70. During the Fourth Lok Sabha, he represented Mangaldai constituency in Assam. Starting his career as a Lecturer in English Literature, he very soon entered active politics and joined the 1942 Quit India Movement. A seasoned Parliamentarian he took keen interest in the proceedings of the House and his views were heard with great respect. The issues that interested him most were foreign affairs and economic development. Besides this, he was an eminent author, journalist and an educationist. A prolific writer, he wrote a large number of books on varied topics in English, Assamese and Hindi languages. He was associated with several educational institutions and served as Member of the Courts of Banaras and Gauhati Universities. He was a member of some of the Parliamentary delegations sent abroad during his membership of Lok Sabha. He passed away at Gauhati on the 9th April, 1977 at the age of 62.

[Mr. Speaker]

Shri K. C. Neogy was a Member of the Central Legislative Assembly during the years 1921—34 and again 1942—47 and of Constituent Assembly and Provisional Parliament during the years 1948—51. He was Union Minister for Relief and Rehabilitation and of Commerce during 1947—50. A man of versatile ability, Shri Neogy served the country in various capacities. He was Adviser to the Indian States' Delegations to the three Round Table Conferences held during the period 1930-31. He was Dewan of Mayurbhanj State in the Eastern States Agency during 1935—40 and its Political Adviser during 1940—42. In 1946, he was a Member of the U.N. Human Rights Commission. He also served as Chairman of the Finance Commission in 1951 and as Member of the Planning Commission in 1953. During his parliamentary career, he had left his mark as a great debator and served on the Panel of Chairmen for a number of years in the Central Legislative Assembly. He passed away at Calcutta on the 2nd June, 1977 at the ripe age of 89.

We deeply mourn the loss of these friends and I am sure the House will join me in conveying our condolences to the bereaved families.

The House may stand in silence for a shortwhile to express its sorrow.

The Members then stood in silence for a short while.

MR. SPEAKER: Papers to be laid. Chaudhuri Charan Singh.

SHRI VAYALAR RAVI (Chirayinkil): These are the papers by which he butchered democracy and arbitrarily dissolved all the nine assemblies against the provisions of the Constitution. It is a violation of the Constitution.

MR. SPEAKER: This could be raised some time and then you can speak on it, not now.

SHRI C. K. CHANDRAPPAN (Cannanore): We had sent notice about discussion.

MR. SPEAKER: Later on it can be considered, not now.

11.06 hrs.

PAPERS LAID ON THE TABLE

PRESIDENTIAL PROCLAMATIONS DATED 30TH APRIL, 1977 IN RESPECT OF THE STATES OF HARYANA, HIMACHAL PRADESH, MADHYA PRADESH, ETC., ETC.

THE MINISTER OF HOME AFFAIRS (CHAUDHURI CHARAN SINGH): I beg to lay on the Table—

(1) (i) A copy of the Proclamation (Hindi and English versions) dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Haryana published in Notification No. G.S.R. 201(E), in Gazette of India dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions) dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 202(E), in Gazette of India, dated the 30th April, 1977.

(2) (i) A copy of the Proclamation (Hindi and English versions), dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Himachal Pradesh published in Notification No. G.S.R. 203(E) in Gazette of India, dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions), dated the 30th April, 1977, made by the Vice-President acting as President

in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 204(E) in Gazette of India, dated the 30th April, 1977.

(3) (i) A copy of the Proclamation (Hindi and English versions), dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Madhya Pradesh published in Notification No. G.S.R. 205(E) in Gazette of India, dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions), dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 206(E) in Gazette of India, dated the 30th April, 1977.

(4) (i) A copy of the Proclamation (Hindi and English versions), dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Orissa published in Notification No. G.S.R. 207(E) in Gazette of India, dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions), dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 208(E) in Gazette of India, dated the 30th April, 1977.

(5) (i) A copy of the Proclamation (Hindi and English versions), dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Punjab published in Notification No. G.S.R. 209(E) in

Gazette of India, dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions), dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 210(E) in Gazette of India, dated the 30th April, 1977.

(6) (i) A copy of the Proclamation (Hindi and English versions), dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Rajasthan published in Notification No. G.S.R. 211(E) in Gazette of India dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions), dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 212(E) in Gazette of India, dated the 30th April, 1977.

(7) (i) A copy of the Proclamation (Hindi and English versions), dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Uttar Pradesh published in Notification No. G.S.R. 213(E) in Gazette of India, dated the 30th April, 1977, under article 356(3) of Constitution.

(ii) A copy of the Order (Hindi and English versions), dated the 30th April, 1977 made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 214(E), in Gazette of India, dated the 30th April, 1977.

(8) (i) A copy of the Proclamation (Hindi and English versions), dated

[Chaudhuri Charan Singh]

the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of West Bengal published in Notification No. G.S.R. 215(E) in Gazette of India dated the 30th April, 1977 under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions) dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 216(E) in Gazette of India dated the 30th April, 1977.

(9) (i) A copy of the Proclamation (Hindi and English versions) dated the 30th April, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Bihar published in Notification No. G.S.R. 217(E) in Gazette of India dated the 30th April, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions) dated the 30th April, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 218(E) in Gazette of India dated the 30th April, 1977. [Placed in Library. See No. LT-253/77].

(10) (i) A copy of the Proclamation (Hindi and English versions) dated the 16th May, 1977 issued by the Vice-President acting as President under article 356 of the Constitution in relation to the State of Manipur published in Notification No. G.S.R. 241(E) in Gazette of India dated the 16th May, 1977, under article 356(3) of the Constitution.

(ii) A copy of the Order (Hindi and English versions) dated the 16th

May, 1977, made by the Vice-President acting as President in pursuance of sub-clause (i) of clause (c) of the above Proclamation, published in Notification No. G.S.R. 242(E) in Gazette of India dated the 16th May, 1977.

(iii) A copy of the Report (Hindi and English versions) dated the 15th May, 1977 of the Governor of Manipur to the Vice-President acting as President. [Placed in Library. See No. LT-254/77].

REPORTS *re.* NATIONALISED BANKS FOR THE YEAR ENDED 31ST DECEMBER, 1975 AND NOTIFICATIONS *re.* FLOATATION OF MARKET LOANS BY THE CENTRAL GOVERNMENT GOLD CONTROL AMENDMENT RULES, 1977, ETC., ETC.

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): Sir, I beg to

(1) to re-lay on the Table a copy each of the following Reports (Hindi and English versions) under subsection (8) of section 10 of the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970:—

(i) Report on the working and activities of the Central Bank of India for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(ii) Report on the working and activities of the Bank of India for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(iii) Report on the working and activities of the Punjab National Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

*The Reports were previously laid on the Table on the 1st April, 1977.

(iv) Report on the working and activities of the Bank of Baroda for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(v) Report on the working and activities of the United Commercial Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(vi) Report on the working and activities of the Canara Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(vii) Report on the working and activities of the United Bank of India for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(viii) Report on the working and activities of the Dena Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(ix) Report on the working and activities of the Syndicate Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(x) Report on the working and activities of the Union Bank of India for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(xi) Report on the working and activities of the Allahabad Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(xii) Report on the working and activities of the Indian Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(xiii) Report on the working and activities of the Bank of Maharashtra for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon.

(xiv) Report on the working and activities of Indian Overseas Bank for the year ended the 31st December, 1975 along with the Accounts and the Auditor's Report thereon. [Placed in Library. See No. LT-254/77].

(2) to lay on the Table—

(i) A copy of Notification No. F.4(2)-W&M/77. (Hindi and English versions) published in Gazette of India dated the 30th May, 1977 announcing floatation of Market Loans by the Central Government. [Placed in Library. See No. LT-255/77].

(ii) A copy of the Gold control (Forms, Fees and Miscellaneous Matters) Amendment Rules, 1977 (Hindi and English versions) published in Notification No. S.O. 280(E) in Gazette of India dated the 31st March, 1977, under subsection (3) of section 114 of the Gold (Control) Act, 1968. [Placed in Library. See No. LT-256/77].

(iii) A copy of the Customs and Central Excise Duties Drawback (Amendment) Rules, 1977 (Hindi and English versions) published in Notification No. G.S.R. 177(E) in Gazette of India dated the 9th April, 1977, under section 159 of the Customs Act, 1962 and section 38 of the Central Excises and Salt Act, 1944, together with an explanatory memorandum. [Placed in Library. See No. LT-257/77].

(iv) A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944:—

[Shri H. M. Patel]

(a) G.S.R. 162(E) published in Gazette of India dated the 1st April, 1977 together with an explanatory memorandum.

(b) G.S.R. 164(E) published in Gazette of India dated the 1st April, 1977 together with an explanatory memorandum.

(c) G.S.R. 168(E) published in Gazette of India dated the 6th April, 1977 together with an explanatory memorandum.

(d) G.S.R. 173(E) published in Gazette of India dated the 9th April, 1977 together with an explanatory memorandum.

(e) G.S.R. 174(E) published in Gazette of India dated the 9th April, 1977 together with an explanatory memorandum.

(f) G.S.R. 176(E) published in Gazette of India dated the 9th April, 1977 together with an explanatory memorandum.

(g) G.S.R. 185(E) published in Gazette of India dated the 15th April, 1977 together with an explanatory memorandum.

[Placed in Library. See No. LT-258/77].

(v) A copy of the Medicinal and Toilet Preparations (Excise Duties) (Amendment) Rules, 1977 (Hindi and English versions) published in Notification No. G.S.R. 290 in Gazette of India dated the 5th March, 1977, under sub-section (4) of section 19 of the Medicinal and Toilet Preparations (Excise Duties) Act, 1955, together with an explanatory memorandum. [Placed in Library. See No. LT-259/77].

(vi) A copy of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(a) G.S.R. 203 published in Gazette of India dated the 12th February, 1977 together with an explanatory memorandum.

(b) G.S.R. 161(E) published in Gazette of India dated the 1st April, 1977 together with an explanatory memorandum.

(c) G.S.R. 172(E) published in Gazette of India dated the 9th April, 1977 together with an explanatory memorandum.

(d) G.S.R. 190(E) published in Gazette of India dated the 22nd April, 1977.

(e) G.S.R. 191(E) published in Gazette of India dated the 22nd April, 1977.

(f) G.S.R. 226(E) published in Gazette of India dated the 9th May, 1977 together with an explanatory memorandum.

(g) G.S.R. 235(E) published in Gazette of India dated the 11th May, 1977 together with an explanatory memorandum.

(h) G.S.R. 243(E) published in Gazette of India dated the 18 May, 1977 together with an explanatory memorandum.

[Placed in Library. See No. LT-260/77].

(vii) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 8 read with sub-section (3) of section 7 of the Customs Tariff Act, 1975:—

(a) G.S.R. 171(E) published in Gazette of India dated the 9th April, 1977 making certain amendment to the Second Schedule to the Customs Tariff Act, 1975 together with an explanatory memorandum.

(b) G.S.R. 193(E) published in Gazette of India dated the 26th

April, 1977 making certain amendment to the Second Schedule to the Customs Tariff Act, 1975 together with an explanatory memorandum.

(c) G.S.R. 234(E) published in Gazette of India dated the 11th May, 1977 making certain amendment to the Second Schedule to the Customs Tariff Act, 1975 together with an explanatory memorandum.

[Placed in Library. See No. LT-201/77].

(viii) A copy each of the following Notification (Hindi and English versions) under section 38 of the Central Excises and Salt Act, 1944:—

(a) The Central Excise (Eighth Amendment) Rules, 1977 published in Notification No. G.S.R. 175(E) in Gazette of India dated the 9th April, 1977 together with an explanatory memorandum.

(b) The Central Excise (Twelfth Amendment) Rules, 1977 published in Notification No. G.S.R. 659 in Gazette of India dated the 21st May, 1977. [Placed in Library. See No. LT-262/77].

(ix) A copy of Notification No. G.S.R. 899(E) (Hindi and English versions) published in Gazette of India dated the 26th November, 1976 containing the Agreement between the Government of India and the Government of the United States of America for the avoidance of double taxation of income of enterprises operating aircraft, issued under section 90 of the Income-tax Act, 1961 and section 24A of the Companies (Profits) Surtax Act, 1964 [Placed in Library. See No. LT-263/77].

(x) A copy of Notification No. G.S.R. 167(E) (Hindi and English versions) published in Gazette of India dated the 1st April, 1977 containing the Agreement between the Government of India and the Government of Malaysia for the avoidance of double taxation and the prevention of fiscal evasion with respect to taxes on income, issued under section 90 of the Income-tax Act, 1961 and section 24A of the Companies (Profits) Surtax Act, 1964. [Placed in Library. See No. LT-264/77].

(xi) A copy of Notification No. G.S.R. 170(E) published in Gazette of India dated the 7th April, 1977 containing Corrigendum to Notification No. G.S.R. 899(E) dated the 26th November, 1976. [Placed in Library. See No. LT-265/77].

ADDITIONAL EMOLUMENTS (COMPULSORY DEPOSIT ANNUAL ORDINANCE, 1977 AND YOGA UNDERTAKINGS (TAKING OVER OF MANAGEMENT) ORDINANCE, 1977

THE MINISTER OF PARLIAMENTARY AFFAIRS AND LABOUR
(SHRI RAVINDRA VERMA):

I beg to lay on the Table a copy each of the following Ordinances (Hindi and English versions) under article 123 (2) (a) of the Constitution:—

(1) The Additional Emoluments (Compulsory Deposit) Amendment Ordinance, 1977 (No. 7 of 1977) promulgated by the Vice-President acting as President on the 9th May, 1977.

(2) The Yoga Undertakings (Taking Over of Management) Ordinance, 1977 (No. 8 of 1977) promulgated by the Vice-President acting as President on the 24th May, 1977. [Placed in Library. See No. LT-266/77].

11.0 hrs.

STATEMENT RE: ACCIDENT TO
TRAIN NO. 13 UP TEZPORE EX-
PRESS ON 30-5-1977

MR. SPEAKER: Prof. Dandavate. Since the statement is long, why don't you lay it on the Table? You will have to read the budget speech also. I suggest you lay it on the Table.

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE): I lay a statement regarding accident to train No. 13 UP Tezpur Express between Udalguri and Rowta Bagan stations of Northeast Frontier Railway on 30-5-1977.

Statement

Sir, it is with deep distress and anguish that I rise to make a statement to appraise the House of the accident to 13 Up Tezpur Express on Northeast Frontier Railway on 30-5-1977. At about 01.25 hours on that fateful night, while 13 Up Tezpur Express with 11 coaches was running between Udalguri and Rowta Bagan stations on the Rangiya-Rangapara north, Metre Gauge single line section of Alipurduar Division, the train engine and 4 coaches next to it fell into the stream while the 5th coach remained hanging at bridge No. 141. After intensive search, 85 dead bodies have been recovered. Eighteen persons sustained grievous injuries and 88 persons had simple injuries. The injured who required hospitalization were admitted in the different hospitals in the area.

2. There was a sudden flash flood in the stream at the site of the bridge, on the night of 29th and 30th May, 1977. As a result of this unprecedented flood, the water level at bridge No. 141, which had a 40 feet opening, reached a level 6 feet higher than the highest flood level ever recorded at this site. This unprecedented heavy flow undermined the east end abutment of bridge No. 141,

which collapsed under the pressure of water. It is also learnt that because of the suddenness of the flood and the heavy flow, a portion of the flood water got diverted from bridge No. 139, which was about 700 metres to the west of this bridge, and had an opening of 140 feet, to flow eastward and to find its outlet to this bridge No. 141, which finally collapsed. The suddenness and fury of the flood was such that not only did the east abutment of bridge No. 141 collapse, but other bridges Nos. 114, 125 and 145 also in this area suffered heavy damage.

3. After proper study of all the relevant data, the past history and the condition of the flood in the past at the various bridges in this section, Northeast Frontier Railway had classified those bridges which required special watch under the category of vulnerable bridges. This bridge No. 141 did not have any previous erratic history and it had its recorded highest flood level sufficiently below the bottom of girders and, therefore, this bridge was not classified as a vulnerable bridge.

4. The Permanent Way Inspector incharge of this section had trolled on the affected section, between 20.15 hours and 21.25 hours on 29-5-1977. At the time of his trollying, he had not noticed any unusual flow or forebodings of a high flood at this site. The Bishop of Tezpur who happened to pass near this bridge at about 22.45 hours also did not find anything unusual. All these facts indicate that this unprecedented heavy flood happened all of a sudden and that there was no warning what soever for such a heavy flood to occur within such a short time after the Permanent Way Inspector's inspection. Local enquiries also indicated that flood of this magnitude had never occurred in living memory.

5. There was a military unit travelling by this train as also an Air Force doctor. Immediately after the accident, the doctor alongwith the

help of military personnel started rendering help and offered first aid. In addition, a doctor from Udalguri reached the site within a few hours. As rail access to the site was cut off, due to a number of bridges having washed away. Army and civil authorities had also been alerted and railway doctors along with Army and civil doctors reached the site and started attending to the injured within a few hours after the accident. The Army rendered valuable help in removing the injured to the hospitals in rescue operations and also in removing the marooned people to safe destinations.

6. The Chairman, Railway Board, who got information at Calcutta, immediately flew to Gauhati and from there reached the site of accident. The Chief Minister, Assam accompanied by some of his colleagues, also visited the site. Immediately on coming to know the gravity of the accident, I flew to Gauhati and from there reached the site of the accident to inspect the rescue operations and the relief given to the affected persons. I found that a large number of the victims came from the lower income groups and I, therefore, enhanced on the spot the quantum of the ex-gratia relief which is normally afforded on such occasions. I also visited the injured who were being treated in the hospitals.

7. I am appointing a Claim Commissioner who will go into all individual cases of the deceased and the injured and after ascertaining the legal heirs, will award appropriate compensation, the maximum limit being Rs. 50,000/- per head.

8. In order to have a thorough search for the victims of the accident, specialised divers were flown from Calcutta Port Trust along with me, with the necessary diving equipments and they started their operations on the 31st May evening.

9. In order to recover all the dead bodies, it was necessary to lift the coaches and for this purpose, with

utmost effort, the bridges which were damaged on the Rangiya side of bridge No. 141, were repaired in time and the relief train reached the site on the 3rd of June, with the utmost expeditiousness. Simultaneously, Naval divers with heavy underwater equipments from Vishakhapatnam, were also moved to the site. With the assistance of all this, all the coaches had been lifted and a thorough search had been made for the dead bodies.

10. The State Government of Assam had also constituted a fact finding committee to go into the causes and circumstances of this accident. They have come to the conclusion—I quote:—

“Bridge No. 141 at KM 64/11-12 between Udalguri and Rowta Bagan railway stations on the Rangiya-Rangapara North Metre Gauge section of Northeast Frontier Railway was a 40 ft. span girder bridge over a small channel. This channel normally remains dry and caters for the local drainage from paddy fields. The accident took place at about 01.25 A.M. in the early hours of 30th May, 1977 because of damage caused to the railway bridge No. 141 by the spill over of a flash flood of extraordinarily high magnitude which took place between mid night and 01.00 A.M. on the night of 29th and 30th May, 1977 in the Golandi river. This spill was most pronounced about three Kilometres upstream and north west of the railway bridge No. 14 and flowed in the south east direction towards Kahibari village with great fury. This flood was of such an unprecedented magnitude that it severely taxed the railway bridge No. 141 resulting in the washing away of the eastern abutment of the bridge and the railway embankment behind this abutment. The diversion of Golandi flood waters during this flash flood of such a severe nature created conditions under which the bridge had to cope with a flood

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many times its capacity. This had a disastrous effect on the bridge. From the aerial survey and the statements on record, it is quite evident that what happened on the night of 29th—30th May, 1977 was a flash flood of devastating proportions."

11. The Additional Commissioner of Railway Safety commenced his statutory enquiry into this accident on the 2nd June at Rangiya. According to his provisional finding, the accident was caused due to the scouring of the Rowta Bagan end abutment and approaches of the bridge No. 141 by the diverted waters of river Golandi, normally crossing the track through the adjoining bridge No. 139. He has not held any railway employee responsible for failure to prevent the derailment of 13 Up Tezpur Express and has ascribed the accident as an "Act of God".

12. The army men who were in the front coaches, were prompt not only in saving their own lives but also in expeditiously rescuing other passengers in that dark early hour. For those courageous army men it was the noblest hour of their life and I expressed to them our deepest gratitude.

SHRIMATI PARVATHI KRISHNAN. (Coimbatore): What about the other accidents. There are other serious accidents also. In the Trivandrum section of the Southern Railway, there was an accident. Only yesterday there was another.... (Interruptions).

MR. SPEAKER: Will you all kindly sit down? It is unfortunate; nobody is happy about the accidents and so many people living. He will present the budget and you are going

to talk about railways for three days; you can certainly take these things up, not just now.

SHRIMATI PARVATHI KRISHNAN: You cannot confine the budget discussion to accidents only. There should be a statement about the whole thing; the budget discussion is not meant to discuss accidents only.

11.10 hrs.

ADDITIONAL EMOLUMENTS
(COMPULSORY DEPOSIT)
AMENDMENT BILL*

THE MINISTER OF FINANCE AND REVENUE AND BANKING (SHRI H. M. PATEL): I beg to move for leave to introduce a Bill further to amend the Additional Emoluments (Compulsory Deposit) Act, 1974.

SHRI VAYALAR RAVI (Chirayinkil): On a point of order. Under the provisions of the proposed Bill, government employees would not be allowed to withdraw their deposits; according to the assurance given by the government earlier, they should be allowed to withdraw the second instalment in cash. The Act was extended only for one year. Because of this Bill, the employees' suffering would be for five months while it will give benefit only for two months. According to the promise made by the government, the money had to be returned. The introduction of the Bill can come up in July because this session will end only in August; it could have been introduced after fulfilling the promise of the government to pay the second instalment in cash, both the principal as well as the interest. The government has to fulfil the promise and return the entire amount deducted from the wages of the employees. I object to the introduction of this Bill.

*Published in Gazette of India dated 11-6-77.

SHRI H. M. PATEL: These are arguments which can be urged when the Bill comes up for discussion and not at the introduction stage.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Additional Emoluments (Compulsory Deposit) Act, 1974."

The motion was adopted.

SHRI H. M. PATEL: I introduce† the Bill.

11.12 hrs.

STATEMENT RE. ADDITIONAL EMOLUMENTS (COMPULSORY DEPOSIT) AMENDMENT ORDINANCE, 1977

THE MINISTER OF FINANCE, AND REVENUE AND BANKING (SHRI H. M. PATEL): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Additional Emoluments (Compulsory Deposit) Amendment Ordinance, 1977.

11.13 hrs.

RAILWAY BUDGET, 1977-78

MR. SPEAKER: Shri Dandavate.

SHRI VAYALAR^o RAVI (Chirayinkil): Sir, before you call the Minister, I want to raise a point of order. Article 75(4) says:

"Before a Minister enters upon his office, the President shall administer to him the oaths of office and of secrecy according to the forms set out for the purpose in the Third Schedule."

I do not want to take the time of the House by reading the Third Schedule. There is a case pending before a court.

MR. SPEAKER: I know. It is being argued in a court of law. Let us await the decision there whether the minister will continue as a minister or not. Why should we decide it here if it is pending before a court of law? I cannot allow any further discussion on this. I have given my ruling.

SHRI VAYALAR RAVI: In this situation, how can he present the budget? Suppose the court ultimately rules against him, the whole thing will be *ultra vires*. Even for a member the penalty is Rs. 500. For a minister it may be much more, may be Rs. 3000. How much penalty is he going to pay? This is a very relevant point.

MR. SPEAKER: The House can consider the situation after the judgment comes. Now, Shri Dandavate.

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): Mr. Speaker, Sir, I rise to place before the House the Annual Financial Statement for the Indian Government Railways showing the estimated receipts and expenditure for the year 1977-78.

2. After adoption of the Interim Budget presented on the 28th March 1977, I met representatives of trade unions, Industry and Passenger Associations, and also some eminent economists with a view to understanding their genuine grievances about the working of railways and inviting from them concrete suggestions to improve Railways' performance.

3. After these fruitful discussions, I have been thinking of streamlining the administrative machinery of the Railways and of providing better amenities and facilities to the travelling public, particularly the second class passengers.

Budget Estimates 1977-78

4. At the very outset I would like to inform the House that I have fulfilled the time bound assurance given to Parliament in the last session that all

†Introduced with the recommendation of the Vice-President acting as President.

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the railway employees victimised during the May 1974 Strike would be reinstated within six weeks. I am happy to announce that the process of reinstatement, restoring the disturbed seniorities, condoning the break in service and annulling the transfers effected as a measure of punishment during the Strike, has been completed even before the promised time limit of six weeks. As a direct consequence of the better industrial climate in the Railways created by these swift steps, and as a result of the spurt in economy, the freight operation of the Railways during the weeks which have elapsed since I presented the Interim Budget, has been even better than what was anticipated at the time of the Interim Budget. The loading in April alone is about one million tonnes more than what it was in April last year during Emergency. Demands for movement of essential commodities continue to be quite heavy. In view of this improved trend, I have raised the Interim Budget target of 217 million tonnes of originating revenue earning traffic to 220 million tonnes for 1977-78. The goods earnings are accordingly now estimated to be Rs. 1382.94 crores as against Rs. 1362.76 crores shown in the Interim Budget. No change is envisaged in the estimate of passenger earnings which are based on 6 per cent growth over the previous year. The estimated receipts on account of 'other coaching' and 'sundries' also remain marginally unchanged. The gross traffic receipts have accordingly been placed at Rs. 1220.24 crores against Rs. 2091.44 crores estimated earlier.

Working Expenses

5. As regards ordinary working expenses, the provision of Rs. 1635.75 crores (net) made in the Interim Budget for 1977-78 has been increased by about Rs. 13 crores to provide for additional maintenance and operating expenditure due to the revised traffic target. The increased provision required under the working expenses is partly offset by a small reduction of

about Rs. 24 lakhs in the Railways' dividend liability due to downward revision of the Annual Plan outlay for 1977-78 consequent on a detailed review conducted since the Interim Budget was presented to this House. Taking all these factors into account, the net surplus of the Railways during 1977-78 is now expected to go up by over Rs. 6 crores from Rs. 26.45 crores to Rs. 32.50 crores. Taking into account the surplus in 1976-77 which will be of the order of Rs. 65 crores and the increased surplus expected to be achieved in 1977-78, the Railways' indebtedness to the General Revenues will go down by over Rs. 37 crores, that is, from Rs. 477.18 crores, mentioned in the Interim Budget, to about Rs. 440 crores. It is a matter of great satisfaction to me that even after providing for all liabilities for the existing and additional anticipated traffic, the Railways are expected to earn a sizable surplus this year of the order of Rs. 32.50 crores. I am happy to announce that these results will be achieved without any increase at all in the railway fares and freight rates in the year 1977-78.

Reduction in platform ticket rate

6. I would like to mention here that the rate of the platform ticket was previously raised to 50 paise with effect from 1-4-1974. As the minimum passenger fare is only 30 paise, this increase in the rate of platform ticket has resulted in the mal-practice of some people buying the minimum journey ticket for gaining entry to the platforms. I have, therefore, decided to reduce the platform ticket rate from 50 paise to 30 paise with effect from 1st July, 1977. This reduction will only have a marginal effect on the revenue from the sale of platform ticket which may even slightly go up as a result of the reduction, as the number of persons purchasing platform tickets at reduced rates is likely to go up. I hope people can now go to the railway platforms to receive their sweet ones without much burden and with smiles on their lips.

Plan outlay for 1977-78

7. As a result of a comprehensive review undertaken by my Ministry in consultation with the Ministry of Finance, the Railway Plan for the year 1977-78 has been reduced from Rs. 501 crores to Rs. 480 crores including Rs. 10 crores for the Metropolitan Transport Projects at Bombay, Calcutta, Delhi and Madras. No reduction has been made in the allocation for new lines. Provision for users' amenities has been raised from Rs. 3.88 crores in the Interim Budget to Rs. 4 crores in accordance with the recommendations of the successive Railway Convention Committees and the Estimates Committees. In addition, provision of Rs. 2.80 crores has been retained to enable the Production Units of the Railways to meet their working capital requirement in respect of export orders.

New Railway Lines

8. The role of railway lines as infrastructure in developing the backward areas of the country cannot be over-emphasised. It has been my effort while formulating the final budget to give a fillip to the construction of lines which are already approved and to take up construction of more new lines with the limited resources which are available to us. The construction of 25 railway lines is in hand and 3 new railway lines, namely, Mirchandhuri to Jayant in Uttar Pradesh which will serve new collieries in Singrauli Coalfields, Bhadrachalam to Manguru in Andhra Pradesh which will provide outlet for Singareni coal, and restoration of Pamban-Dhanushkodi, have been included in the Budget. Work will be speeded up on the construction of Tirmelveli-Trivandrum/Kanyakumari line in Kerala and Tamil Nadu, Chitauni-Bazaha link which will connect East U.P. with North Bihar, Jakhanura-Banspani line in Orissa, Nadikude-Bihinagar in Andhra Pradesh, Wani-Chanaka in the Vidarbha region of Maharashtra, Shahdara-Saharanpur in Uttar Pradesh, Howrah-

Amta in West Bengal and Hassan-Mangalore line in Karnataka. Surveys for 7 more railway lines, namely, from Talcher to Sambalpur and Koraput to Parvatipuram in Orissa, Bikaner to Chhatargarh in Rajasthan, Jammu to Udhampur in Jammu & Kashmir, Ranchi Road to Koderma and Manderhil to Baidyanathdham in Bihar, and bringing Amravati from Vidarbha region on the main line in Maharashtra, have been included in this year's Budget.

9. I am keen to take up the construction of some more new railway lines. I am exploring all avenues of mobilising more resources for this purpose in consultation with the Planning Commission and the Ministry of Finance so that lines which are urgently needed for the development of backward areas of the country, such as the West Coast Konkan railway linking the Southern States, Dallirajhara-Jagdarpur line in the Bastar District of Madhya Pradesh, Dharmanagar-Kumarghat line in Tripura, Ernakulam-Alleppey line in Kerala, Bhavnagar-Tarapore line in Gujarat, Dehri-on-Sone to Banjarl line in Bihar, etc., can be taken up early.

10. Multiplicity of gauges has been causing serious bottlenecks to the movement of traffic and areas served by the metre gauge and narrow gauge lines are at a great disadvantage in the matter of development. The gauge conversion schemes having a total length of 2500 kms. are at present in hand. They include conversion schemes like Barabanki-Samastipur in U.P. and Bihar, Viramgam-Okha in Gujarat, Guntakal-Bangalore in Andhra Pradesh and Karnataka, and Manmad-Parbanl-Parli-Vajjnath in the backward Marathwada region of Maharashtra. Every effort will be made to expedite these conversion schemes. Two more schemes, viz., Delhi-Ahmedabad and Varanasi-Bhatni lines have been included in the present Budget. Surveys are also

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proposed to be carried out for three more conversions, viz., Shuhganj to Mau, Sitapur to Burwal and Varanasi to Chupra.

Double-Decker coaches and amenities to passengers

11. I shall now deal with some of the important matters on which Honourable Members have expressed their concern and to which I have been able to give some thought during the period since the Interim Budget.

12. Naturally, our first concern will be the long suffering second class passengers. Action has to be taken to effect improvement in second class travel and to make use of our resources, including modern technology, to reduce overcrowding in trains. Due to constraints at terminals and lack of line capacity on certain saturated trunk routes, there is limited scope now for introduction of additional long distance trains. Therefore, in order to reduce overcrowding in such long distance trains, I am considering the use of double-decker coaches on certain routes where these can be put in operation. If the trials already now in progress with a prototype coach prove satisfactory, we shall introduce double-decker trains on specified routes.

13. With my irrevocable commitment to the Gandhian and Socialist values whenever the question of priority comes up, in preference to the claims of the affluent classes, the needs and requirements of the poorer masses will always get precedence. With this perspective I have decided that the additional long distance trains to be introduced in the coming years shall all be classless 'Janata' trains. In these Janata trains, as part of passenger amenities, lending libraries having books and magazines will be provided. Further, I have directed that wherever feasible the load of important trains, which are on electric traction, should be increased from 18 to 20 coaches so

that over-crowding can be reduced to that extent.

14. In order to ensure provision of certain basic amenities to second class passengers, I have issued instructions that a prototype second class coach should be manufactured with more toilets and better water supply facilities than now available, so that long distance passengers, particularly on trains with only a few stops, will not suffer from the lack of these conveniences. After manufacture and satisfactory trial of the prototype coach, action will be taken for its introduction as early as possible. In the meantime, suitable measures have been initiated to ensure that adequate drinking water supply is available both at stations and on trains, particularly during the current summer rush. I am also considering provision of some type of not very expensive padded cushion beds in the second class sleeper coaches of certain long distance trains, so that common men may travel without having to carry their own beddings.

15. In order to improve facilities for second class passengers, the Railway Administrations have been instructed to improve the facilities available in the concourses by provision of toilets and benches on a programmed basis. Similar facilities will be provided at all new stations or when an existing station is being remodelled.

16. To enable passengers to travel in relative comfort, it is first necessary to ensure that they can buy tickets for reserved accommodation. For this purpose, it shall be my endeavour to root out malpractices in booking and reservation offices and in the matter of allotment of wagons. I have initiated surprise checks by the Vigilance Department to ensure that there is no collusion between unsocial elements, unauthorised persons and the railway booking staff.

Restructuring the Railway Board

17. In the debate on the Interim Budget, I have assured this Honourable

House that the long pending question of restructuring the Railway Board would be taken up expeditiously. I have carefully gone into this question and have also studied the reports of various committees that have dealt with the subject in the past. The most important report on the subject has been prepared by the Administrative Reforms Commission, instituted under the Chairmanship of Shri Morarji Desai. This report has dealt with both the functions of the Railway Board, as also the desired organisational structure. As regards functioning of the Railway Board, governed by the Railway Board Act of 1905, the Railways function as a departmental undertaking of the Government of India, with Railway Board working under the control of the Railway Minister. For an organisation of the size of the Indian Railways, with its wide impact on the public life, the Administrative Reforms Commission has suggested that there should be more delegation of powers to the lower levels and more of policy decision at the Railway Minister's level. As regards the structure of the Railway Board, the Administrative Reforms Commission has made certain valuable recommendations. I am happy to announce in this House that the Administrative Reforms Commission's recommendations that remained shelved for such a long time at the hands of the previous governments have been broadly accepted by us and will be implemented expeditiously. I have also decided to abolish certain superfluous committees which had become unofficial centres of authority and instrument of political patronage.

18. In order to create better employment opportunities and staff satisfaction due to improved avenues of promotion I have decided that no extension of service will be granted to any railway employee beyond the age of superannuation except in cases where a suitable person is not available. This principle will be observed at all levels right from the Railway Board down to the lowest echelons of the railway

staff. I am also reviewing all the cases where extensions have been approved much before the dates of superannuation.

Amendment of the Indian Railways Act 1890

19. It is the Indian Railways Act that regulates the activities of the various Railway Administrations as public carriers. The Honourable Members of Parliament have often voiced their opinion that we are even now following the Railway Act of 1890 and that suitable modifications should be made and a fresh draft presented to Parliament keeping in view the changed circumstances in which Indian Railways have to function in free India. I am glad to inform the House that a second draft based on discussions with the Legislative Department of the Law Ministry, has already been prepared and this is under discussion with the Department of Legal Affairs, Ministry of Law. It is expected that I will be able to come forward with the final draft to the House by the end of the financial year.

Streamlining and Simplifying the Machinery to settle the Claims on the Railways

20. During my meetings with representatives of Trade and Industry and also with social workers, there has been a criticism about undue delay in disposal of claims cases. I have, therefore, decided that arrangements should be made to streamline and simplify the machinery for dealing with claims so as to achieve qualitative improvement and to ensure that claims are disposed of within a reasonable time, which normally should not exceed 6 weeks. For this purpose, I have decided to have greater delegation of powers for settlement of claims to officers as well as to field supervisory staff. The system of settlement of claims by mobile claims offices will also be extended. Information Centres.

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are being set up in every claims office where information about the claims already preferred will be made available and enquiries about consignments books/consigned, if they have not been received within a reasonable time, will be dealt with.

Participation of Labour in Management

21. In my Interim Budget Speech, I had referred the labour participation in management. At present, a Corporate Enterprise Group has been set up at the central level consisting of three representatives each from the two Railwaymen's Federations, one representative of the Railway Officers' Federations, and from the official side the Members and Additional Members of the Railway Board and also the Secretary, Railway Board to discuss certain matters mainly to evaluate the functioning of the Railways and to suggest ways and means to improve their viability.

22. It is now proposed to set up, at the Zonal level also, Zonal Corporate Enterprise Groups consisting of three representatives each of the affiliates of the two recognised Railwaymen's Federations, and one representative each of the affiliate of the Railway Officers' Federation. The members on the official side would consist of the General Manager and the Heads of Departments. The Zonal Corporate Enterprise Group will discuss matters involving improvement in the working of the railway system and would recommend appropriate changes for improving efficiency and viability.

23. As a further step towards participation of workers in Railway Management, it is proposed to set up in each major workshop a Joint Council and appropriate number of Shop Councils. These Joint and Shop Councils would consist of equal number of representa-

tives of workers and the Administration, the former being nominated by the recognised Unions.

Ad Hoc Appointments

24. There are complaints about certain ad hoc appointments made in Class III and Class IV during the previous three years. I have decided that such ad hoc appointees in Class III should be referred to the Railway Service Commission to be considered along with other applicants. As regard ad hoc appointees in Class IV, they should get screened, along with others, by the usual screening machinery of the Railways.

Employees' Demands

25. I am aware of the Railwaymen's charter of demands. Those who framed this charter had made it explicitly clear that the demands were negotiable. Some of the demands were such that they required an overall policy review and decision by the Government as a whole in the context of the available financial resources. Only after such a comprehensive review will I be able to examine the railwaymen's demands in cooperation and consultation with the accredited trade union representatives in Railways. I am confident that our just approach towards railwaymen's demands will be matched by their devotion to duty in the wider interest of the nation.

Victimisation During Emergency

26. As regards the legitimate demand of the railway employees concerning their victimisation during the emergency, I wish to make a categorical announcement that those railway employees who were either suspended, removed, dismissed or prematurely retired during the emergency, as a sequel to their detention under MISA or DIR or because of their association with organisations, either banned during emergency, or not favourably disposed towards the then government, will be reinstated.

The actions taken against the employees under Rule 14(2) of the Railway Discipline and Appeal Rules, during emergency, will also be reviewed and wherever it is found that the particular actions were prompted purely by political considerations, those actions will be annulled.

27. In order to embark on the various developmental and modernisation schemes on the Railways, Railways have to continue as an economically viable unit and in this regard we are still a long way to go, in spite of the surplus expected during 1977-78. This can only be achieved gradually by liquidating the debt of about Rs. 440 crores, which has become due over the years to the General Revenues. Pursuant to the recommendations of the Public Accounts Committee, an

expert Committee will shortly be appointed to examine comprehensively the railway fares and freight structure.

28. I am quite confident that I have the cooperation of all the Honourable Members, the public and the making the railways service-oriented and productive. I have to pay a special tribute to the railway staff who have demonstrated their renewed interest in keeping the railway wheels moving fast, so as to serve the public to the best of their ability.

MR. SPEAKER: The House now stands adjourned to meet again on Monday at 11.00 A.M.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, June 13, 1977/Jyaistha 23, 1899 (Saka).