

5 complaints were found to be correct and the oil companies provided compensation to the consumers; 4 complaints were not found to be correct; 7 complaints were of a general nature where no specific instance of the dealer having delivered an under-filled gas cylinder was quoted. The remaining 2 complaints are under investigation.

The Directorate of Weights and Measures of the Ministry of Civil Supplies and Cooperation have not received any complaint about short-filling of gas cylinders in the course of last 6 months.

It has not been possible for the Indian Oil Corporation so far to establish the source of supply of the above fake gas cylinders. As such, no action could be taken against the companies/persons who are responsible for inducting such gas cylinders in circulation. Cylinders, as they are received in bottling plants, are visually inspected prior to filling. Any cylinder which is of a doubtful nature is set aside and is subjected to further examination and test. Such cylinders are segregated and scrapped. Apart from this, at times if fake (spurious) cylinders are not detected by any chance at the initial visual inspection, the same is detected at the time of filling as such cylinders start leaking due to internal pressure and are again segregated/scrapped. To avoid such scrapped cylinders from coming into circulation, all cylinders are pressed flat or cut into multiple pieces before disposal as scrap. Instructions have also been issued by the Chief Controller of Explosives to the cylinder manufacturers that all gas cylinders which are semi-processed or rejected during inspection should be properly dented so that no cylinder could be made out of such scrapped pieces.

The gas cylinders are filled at the bottling plant manually on automatic as well as non-automatic machines. Random checks are also made of the

cylinders before being delivered to transporters. Any under-filled cylinders are segregated and only cylinders with correct weight are delivered to transporters from the bottling plants. There are standing instructions to the oil companies that all cylinders should be weighed both at the bottling plant and the distributors' premises before being sent to consumers. Appropriate pilfer-proof tin-seal has been introduced in Delhi on experimental basis.

Conversion of Viramgam—Okha Line

3265 PROF P G. MAVALANKAR
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to give priority to the conversion work Metre Gauge into Broad Gauge—already under way on the Viramgam-Rajkot-Porbandar-Okha Sector of the Western Railway;

(b) if so, whether Government propose to allocate additional funds for the same in the current financial year; and if so, when and how much;

(c) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c) High priority has been given already to the Viramgam-Okha/Porbandar gauge conversion project and funds to the extent of Rs 7.93 crores have been allotted for it in the current year against only Rs 5.50 crores in 1977-78.

Demonstration by Commuters against cancellation of local trains on Central Railway

3286. PROF. P. G. MAVALANKAR:
Will the Minister of RAILWAYS be pleased to state:

(a) whether commuters of suburban trains on the Central Railways recently staged violent demonstra-

tion at V.T. and other stations to protest against the cancellation and their delayed operations of local train services;

(b) if so, full facts thereof including the railway property burnt/destroyed/damaged and the total losses suffered; and

(c) whether effective prompt remedial measures are taken by Government to improve the situation and if so, what are they?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). I. There was a demonstration by commuters at Bombay V.T. on 26-5-78 due to change of Platform of suburban local trams. One after another 3 incoming EMU rakes were declared unfit to work. Some commuters indulged in violence and considerable damage was done to several EMU rakes, glass panes at the station platform, train indicators and a large number of automatic signal lenses. One first class coach was set on fire. The coach was completely gutted but further spread of the fire to other coaches was arrested by the Fire Brigade. Two Motormen, one Assistant Station Master and some other Railway staff was also injured. There was a scuffle between some Motormen and commuters whereupon the Motormen suspended work and refused to run the suburban trains. As a result the suburban train services remained suspended from 20.00 hours on 26.5.78 and was restored at 00.15 hours on 27.5.78. The commuters who went walking from Bombay V.T. station towards Byculla alongside the Railway track pelted stones on the stationary rakes that were immobilised in the section as a result of the trouble at V.T.

II On 30-5-78 Bandra bound commuters squatted on the track at Vadar Road station of the Harbour Branch for half an hour demanding diversion of a Mankhurd bound train to Bandra.

III. On 31-5-78, there was rowdiness at Kurla and on 1-6-78 at Chembur over the termination of Mankhurd bound trains at Kurla.

IV. On 12-6-78, there was rowdiness by commuters at Dombivli station due to delayed running of local as a result of interruption of power supply between Diva and Kalyan due to lightning at about 19.00 hours. The commuters pelted stones at N-9 Down Rombay-Kasara local which had halted at the Gate signal which was showing red at 22.30 hours. As a result of the stone throwing, the Motorman got injured. However, he took the train upto Dombivli platform. A section of the crowd then indulged in stone throwing at the Dombivli station while the Motorman was being given first aid in the Assistant Station Master's Office. As a result of stone throwing, the rakes of N-9 Down and of two other trains as also the indicator boards, station clock, tea stall etc were damaged. The services on both Up and Down lines were dislocated as a result of this incident and were resumed at 1.15 A.M. on 13.6.1978.

V. The estimated loss has been worked out to be Rs. 1,32,600/-.

(c) A high level study team has gone into the working of the Central Railway suburban services and has suggested certain measures. These are being processed for further action.

Violation of the Child Marriage "Sarda" Act

3267 PROF. P. G MAVALANKAR:
Will the Minister of LAW, JUSTICE

AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are aware that several thousands of child marriages are still taking place in violation of the child marriage "SARDA" Act, in various parts of the country;