

leading industrialists regarding this matter and to put before them your own constructive suggestions on labour-management relations.

The industrial working class has played a notable role in our freedom movement. Labour leaders, like Shri V. V. Giri, have occupied positions of honour in our national life. Workers have an enormous and vital contribution to make in the economic reconstruction of our nation. I want them to fight not only for their own rights, but for the rights of those who have fewer advantages. The working class must look after the interests of the non-working class as well, those who, for no fault of theirs, cannot secure employment. I am anxious that the reasonable basic needs of industrial workers are met—their articles of daily use, health, education, etc. The recent budget provides several reliefs to them. I am against the attitude which pits workers against peasants and town against villages. I assure you that the interests of the industrial working class are close to my heart.

Your views on the industrial relations laws, the bonus law and the evolution of tripartite machinery will be given sympathetic consideration by the Government. However, at this meeting I hope you will concentrate on increase in productivity and production so that we can absorb more persons in gainful employment. I should like you to place your views before us on this aspect more than any other matter.

How can differences be removed or at least patched over to increase productivity and production and to help alleviate urban and rural unemployment, under-employment and poverty. The Ministry of Labour and other Ministries will take careful note of what you have to say on various aspects of industrial relations in different sectors. Your suggestions will be sympathetically followed up by the Government.

Ring Railway in Srinagar

5500. DR. FAROOQ ABDULLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under consideration of Government to set up a ring railway in Srinagar city;

(b) if so, whether any scheme has been prepared for this;

(c) if so, when the final decision is likely to be taken;

(d) the total cost of expenditure involved; and

(e) whether any survey has been conducted?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (e) A preliminary engineering survey for a Joy Ride Railway (N.G.) at Srinagar in Kashmir was carried out during 1976 at the cost of the State Government of Jammu and Kashmir, which revealed that the proposed 2 ft. gauge link between Nehru Park and Shalimarbagh via Chasma Shahi and Nishatbagh along the Dal Lake (10.657 kms.) would cost 1.93 crores (excluding cost of rolling stock) at 1976-77 cost price. The present-day construction cost will be much higher. A copy of the survey report was sent to the State Government of Jammu and Kashmir with the request to convey their concurrence to take up this project in the same manner as for other metropolitan cities links. However, the State Government of Jammu and Kashmir had dropped this scheme in January, 1979. Since then no further consideration has been given to this project.

Introduction of an Express Train from Purulia to Howrah

5501. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce an express train from

Purulia to Howrah under Southern Railway;

(b) if so, when; and

(c) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Not at present.

(b) Does not arise.

(c) Introduction of an additional train between Howrah and Purulia has not been found operationally feasible at present due to lack of terminal facilities at Purulia and Howrah and also saturated line capacity on the sections enroute.

खान पान के अनधिकृत स्टाल

5502. श्री निहाल सिंह : क्या रेल मंत्री इन्दौर स्टेशन पर खान पान के स्टाल के बारे में दिनांक 26 अप्रैल, 1979 के अतारंकित प्रश्न संख्या 8731 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) इन्दौर स्टेशन पर से अनधिकृत स्टालों को कब तक खाली कराया जाएगा ;

(ख) क्या निरामिन कैंटीन के ठेकेदार ने जो उच्च न्यायालय में मुकदमा हार गया था, रेल सम्पदा अधिकारी के पास बेदेखली याचिका दायर की थी ;

(ग) यदि हां, तो इस संबंध में 28 अप्रैल, 1979 को क्या निर्णय किया गया ; और

(घ) पहिले हुई हानि की राशि को ठेकेदार से वसूल करने के लिए सरकार द्वारा क्या कार्रवाई करने का विचार है

रेल मंत्रालय में उपमंत्री (श्री महलिकारजुन) : (क) इन्दौर स्टेशन के खान-

पान ठेकेदारों के विरुद्ध मामले अभी न्यायालय में निर्णयाधीन हैं, इसलिए यह बताना सम्भव नहीं है कि कब तक ठेकेदारों से बेदेखली करायी जा सकेगी ।

(ख) सम्पदा अधिकारी के समक्ष बेदेखली याचिका रेल प्रशासन द्वारा दायर की गयी है न कि ठेकेदार द्वारा ।

(ग) 28-4-79 को बेदेखली कार्रवाई पर कोई निर्णय नहीं हुआ था ।

(घ) मामला निर्णयाधीन है और ठेकेदार से बेदेखल कराने के लिए रेल प्रशासन द्वारा दिए गए आवेदन-पत्र में रेलवे को हुई क्षति की वसूली करने का प्रश्न भी एक मुद्दा है ।

मैसर्स रेमिगटन ग्रॉफ इंडिया, कलकत्ता की और कर्मचारी राज्य बीमा योजना तथा भविष्य निधि की बकाया राशियां

5503. श्री निहाल सिंह : क्या अम मंत्री यह बताने की कृपा करेंगे कि :

(क) मैसर्स रेमिगटन ग्रॉफ इंडिया कलकत्ता द्वारा कर्मचारी राज्य बीमा योजना तथा कर्मचारी भविष्य निधि के खाते में गत तीन वर्षों में कितनी धनराशि जमा कराई और शेष बकाया क्या है ; और

(ख) बकाया की वसूली के लिये क्या कदम उठाये गये हैं ?

अम मंत्रालय में राज्य मंत्री (श्री टी० अजय्या) : (क) और (ख) मैसर्स रेमिगटन रॉड ग्रॉफ इंडिया लिमिटेड, कलकत्ता से बकाया राशि की वसूली संबंधी स्थिति, जैसा कि कर्मचारी राज्य बीमा निगम और कर्मचारी भविष्य निधि