

years 1972-73, 1973-74 and 1974-75 (upto November, 1974) are as under:—

| Year | No. of claims for compensation (for all causes received.) | Amount of compensation paid on account of loss, theft and pilferage. |
|-----------------------------|---|--|
| | (in crores of Rs.) | |
| 1972-73 | 676917 | 9.13 |
| 1973-74 | 627113 | 9.84 |
| 1974-75 (up to Nov. '74) | 440586 | 6.85 |

Separate statistics of number of claims received on account of loss, theft and pilferage are not available

Electrification of Bhusawal-Itarsi Section (Central Railway)

3754. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) when will electrification of Bhusawal/Itarsi section, Central Railway start and be completed; and

(b) if there are no proposals, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). There is at present no proposal to electrify Bhusawal-Itarsi section. However, it is planned to electrify the trunk routes joining Calcutta, Delhi, Bombay and Madras, including Delhi-Bombay trunk route via the Central Railway route. From the Bombay end, Bombay V.T. to Bhusawal has already been electrified and from the Delhi end, cost-cum-feasibility survey for electrification of Delhi-Bina section has been carried out and the project report submitted by the Central Railway is currently under examination with a view to assess the financial viability of the project. Depending upon the liability of

the project and availability of funds and resources, the scheme will be taken up for execution.

As regards the remaining section between Bina and Bhusawal including Bhusawal-Itarsi section, feasibility survey will be ordered only after the electrification of Delhi-Bina section has been sanctioned for execution.

Footpath on the Railway Bridge over Chandragiri River in Kasaragod

3755. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any representation to put up a footpath attached to the existing railway bridge over the Chandragiri river in Kasaragod in Kerala State; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The proposal for providing foot paths on Chandragiri Railway bridge has been examined and found feasible. The approximate cost of this would be Rs. 5 lakhs and the work can be taken in hand if the local authorities agree to bear the entire cost of the work as also recurring maintenance charges. The Chairman, Municipal Corporation, Kasaragod, has been accordingly advised.

Companies to whom the Companies Donation Bill was referred for Eliciting Opinion

3756. SHRI R. N. BARMAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names of companies to whom the Company Donation Bill was referred by his Ministry for eliciting opinion, before it was given a final shape;

(b) names of companies who have offered/not offered their comments so far;

(c) whether Government have received complaints from some companies about the neglecting of their suggestions forwarded to his Ministry well in advance; and

(d) if so, reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA) (a) No bill on the subject has yet been framed by the Government and question of referring it to anyone does not arise in the circumstances.

(b) to (d) Do not arise.

Fixing up of Seniority in Class I Service of Railway Officers

757 SHRIMATI MUKUL BANERJI Will the Minister of RAILWAYS be pleased to state-

(a) whether the Ministry of Railways are aware that the Supreme Court of India in their judgement delivered on 11th December, 1974 in the CPWD Engineers Writ Petition No. 489 of 1972 Vs. Union of India, have laid down that Class II Officers when promoted to Class I Senior/District officers grade post should be given seniority from the date of such promotion and not from the date of confirmation as followed hitherto by Union of India;

(b) whether on Indian Railways the Class II Officers are entitled for weightage of non-Class I service, while fixing their seniority in Class I service, upto a maximum of five years; and

(c) whether his Ministry has implemented the principle laid down by the Supreme Court as in part (a) above in fixing the seniority of class II officers, whose cases are pending for decision for fixing their seniority accordingly?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) The Ministry of Railways are aware of the judgement of the Supreme Court in Writ Petition No. 489 of 1972 and the connected civil appeals.

(b) On Indian Railways Class II Officers are entitled to weightage upto a maximum of 5 years service for the purpose of fixation of seniority in Class I Service (Junior Scale).

(c) In services where there is a prescribed quota for promotion of Class II Officers to Senior Scale the principles enunciated in the judgement of the Supreme Court for fixation of seniority are being followed. In other cases, it does not arise.

Production of Fertilizers at Different Factories

3758 SHRI MUKHTIAR SINGH MALIK:
SHRI BIRENDER SINGH RAO.

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the kinds and brand names of the various fertilisers produced by factories run by the Central Government and factories run by the State Governments, respectively as on 31st December, 1974;

(b) what was the quantum of each variety of fertiliser produced by the companies controlled by the Central Government and the State Governments and by the private sector, State-wise per annum during the last three years; and

(c) the total investment in the entire fertiliser industry up-to-date?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-9218/75].