

since they have their main source of income. Those who have completely given away their entire land should be placed in the second category. The persons whose lands are partially acquired should be placed in the third category and those who have surrendered their houses only should be placed in the fourth category.

Because of the wrong classification, proper justice is not meted out to the affected and displaced persons. The compensation paid to the land owners while acquiring the lands is very meagre. To cite an example, 4 acres belonging to a person had been acquired for only a paltry sum of Rs. 641.80 paise. This compensation paid is most unreasonable and inadequate.

In view of the above, I urge that the hon. Minister for Energy:

(i) to re-categorise the classification already done by the State Government so as to provide employment;

(ii) to provide reasonable compensation taking into account the market value of the land to the displaced persons; and

I further urge upon the hon. Minister for Energy to take appropriate steps to bring about a Central legislation to provide proper protection to the displaced persons in paying compensation and providing employment opportunities and to implement the rehabilitation scheme effectively.

At least the hon. Minister may consider issuing a direction to provide employment to one person in each displaced family.

(vi) CLOSURE OF THE DIESEL P.O.H. SHOP AT SILIGURI JUNCTION IN WEST BENGAL

SHRI ANANDA PATHAK (Darjeeling): Under rule 377, I would like to make the following statement:—

The attention of the Government has been drawn by the unions, organisations, prominent citizens, including Members of Legislative Assembly and

Members of Parliament and particularly the Chief Minister of West Bengal against the closure of the Diesel P.O.H. shop at Siliguri Jn. in West Bengal

While I am aware of the programme of modernisation of workshop which has been undertaken under the loan and guidance of World Bank, it was never revealed that the programme would include abolition of various workshops also. This would prove to be harmful for development of Indian Railways itself, as the capital outlay for building up this shed will amount to wasteful expenditure.

The P.O.H. in Ajmer is operationally feasible but the involvement of lead from Tinsukia to Ajmer and back will break the back of railway economy. As far as I know, no locomotive is permitted to work a train on way to P.O.H. as a dead loco; its performance worthiness is certified at the running sheds and this is considered to be a must before a loco is permitted to haul a train.

In the Budget speech, as the Railway Minister categorically has spoken against gauge conversion, one may expect that the metre gauge in N.E. and N.F. Rly. is going to remain operative for some years to come. The decision to open a new diesel shed in N.E. Rly. where they have no experience proves this. I do not understand why the Diesel P.O.H. shop situated at Siliguri almost in the middle of N.E. and N.F. Rly. could not cater to the P.O.H. of the diesel locomotives of these two railways.

Under these circumstances, I urge upon the Government that on all accounts the decision of closure of the Diesel P.O.H. shop at Siliguri Jn. is unfair to the staff and will create further difficulties in both operation and economy of the Indian Railway and the order be cancelled.

I demand that the Minister concerned make a statement in the House in this regard.