

roleum, Chemicals and Fertilisers, Government of India, should approve the following proposals:—

(1) At present the storage capacity at all the five oil depots of the Oil Companies in Punjab is up to 15 days of the State's requirement and this storage capacity (inventory) may be raised up to 30 days requirement.

(2) The completion of project of laying pipe-line from the refinery at Mathura to the storage depot at Jullundur may be expedited.

(3) During the months of May and June, 1979, supply of 90,000 kilolitres of HSD per month may be arranged.

Regarding kerosene oil, it is estimated that the State's demand for kerosene oil is around 18,000 kilolitres per month. The Government of India have repeatedly been approached for an increase in the allocation, but without success. On the contrary, the allocation has been reduced month after month considerably and so also in the case of diesel the demand of kerosene oil has also increased. I urge the Government of India to make a higher allocation of diesel and kerosene oil to Punjab State as per the demand already projected to the Government of India by the State Government.

(ii) REPORTED DEMONSTRATION BY BHARTIYA RAILWAY MAZDOOR SANGH

SHRI R. K. MHALGI (Thana): Under Rule 377 I would like to mention the following matter of urgent public importance.

A massive demonstration is being staged to-day, the 8th of May, 1979 at Rail Bhawan by the Bhartiya Railway Mazdoor Sangh to focus the attention of all concerned towards its legitimate demand for recognition. More than twenty thousand railwaymen are to participate in this demonstration.

The Bhartiya Railway Mazdoor Sangh was established 13 years ago

on 27th May, 1966. Nine Zonal Unions, three workshop Unions and one RDSO Workers' Union are affiliated to BRMS and its total membership is three lacs forty nine thousand five hundred and sixty (3,49,560). After fulfilling all the six conditions prescribed in the Indian Railway Establishment Manual for recognition of Railway Workers' trade unions, BRMS had requested the then Railway Minister to recognise it and its affiliates on Zonal Railways and Workshops. But this just demand was not conceded by the Congress Government on political discrimination and partiality. After change of Government, the demand for recognition of BRMS and its affiliates was put up before hon Railway Minister on 28th October 1977 and after a prolonged discussion the Railway Minister had promised to pass orders for verification of membership of all unions and Federations working on Railways and to review the question of recognition.

The B.R.M.S. had welcomed this assurance of the Railway Minister and is keeping silent in spite of several reminders. Hence the BRMS and its affiliates observed a nationwide ~~der~~ ~~work~~ strike from 19th November 1978 to 24th November, 1978.

The Working Committee of BRMS met the Railway Minister again on 13th February, 1979 and reiterated their demand for recognition. The Railway Minister replied that he would decide the question of recognition by secret ballot.

The BRMS welcomed this proposition put forth by the Railway Minister and requested him to proceed with secret ballot so that the BRMS and its affiliates are granted recognition. In the meantime he could grant the BRMS and its affiliates recognition as per the Indian Railway Establishment Manual.

Lack of response from the Railway Minister leads the Railway Mazdoor Sangh to the inescapable conclu-

[Shri R. K. Mhalgi]

sion that he does not seem to be serious about his promise either for secret ballot and or following the other guidelines for granting recognition as per the manual.

I, therefore, urge upon the Railway Minister to arrange immediately for their recognition which fulfils all the conditions.

(iii) ELECTRICAL HEAVY REPAIR SHOP
FOR ELECTRICAL LOCO WORKS,
KHARAGPUR

SHRI SUDHIR GHOSAL (Midnapore): I like to draw the attention of the Government to a top bureaucratic negligence to destroy the main plant of the heavy repairing shop (Electrical) at Kharagpur, S.E. Railway.

The Electrical Heavy Repair Shop for Electrical Loco Works was started at Kharagpur with expenditure of about Rs. 20 lakhs and the works was highly appreciated by RDSO, Lucknow. After strike in 1974 May and during emergency the valuable machines were shifted in Tata.

Why three crores of rupees had been spent by creating a new shed at Tata when existing shop like Heavy repair and erecting shop are at Kharagpur.

As per Chief Electrical Engineer Inspection report so many lakhs of insulating materials indented procured for traction work at Electrical Heavy Repair Shop, Kharagpur, but alas, why National money have been lost at Heavy Repair Store (Appx. Rs. 3 lakhs) without use. Longivity of the insulating materials has expired as it cannot be used more. Condemning the shop during emergency why the traction work has been given to private concern like Rotomach Company with higher list, instead of paralysing the scope of employment at Kharagpur Workshop. Recently the Chief Audit Inspector asked for some questions to workshop Electrical Engineer regarding the Heavy Electrical Repair shop. Why Loco transformer sent to private

concern Madras during the emergency for repair work (rewinding), when materials are lying at H/R Store. The under framework of Electrical Loco bogie had been repaired since so many years at Kharagpur workshop. Now the repair work shifted to Tata Nagar why? Why the staff cadre has been surrendered at Electrical Heavy Repair Shop, comparing with 1974? Why Railway is favouring the "The Rotomach Company" two M.Ps of West Bengal pointed out to Mr. Dandavate regarding this? Why there is no improvement in Electrical Department like Mechanical Department, Kharagpur Workshop? As per C.E.E.'s Inspection report manpower should be increased for traction work, why it is cancelled? It is very surprised that C.E.E. has completed his service more than 12 years in Bengal (S.E. Railway)

Several modification and renovation work has been done for traction at Kharagpur Electrical Heavy Repair Shop, but C.E.E. is adamant not to do any traction work at Kharagpur workshop. Why C.E.E. is going to make another testing Deptt. at Tatanagar whereas a big Central Electrical Testing Laboratory at Kharagpur Workshop. Even as this laboratory is biggest in Indian Railways. There are so many technical facilities available at Kharagpur Workshop, but why C.E.E. has shifted all traction work at Tata? In previous time, so many Electrical engine has been repaired at Kharagpur Workshop. Now this work is fully stopped, why? Why C.E.E. is not be taken up for miss using national money by improper planning. The workshop Electrical Engineer gave so many proposals for increasing the staff to traction work. Now violated his given words; why? The Class IV staff of the Electrical Department is working in some grade since 15 years to 20 years long, why they are not getting any promotion? The underframe of Elect. work is being shifted, why?