

[Mr. Speaker]

Pratap Singh accords with those messages. A copy of the telex sent by the Chief Minister of Kerala to the Prime Minister had been sent to the Ministry of Agriculture. In that copy there is no specific request for aid. But Shri C. M. Stephen showed me his copy of the telex. In that copy there is a specific request for aid. The last paragraphs of the two telex messages are not identical. They materially differ. No one is in a position to explain how this contradiction came into existence.

Under these circumstances, I decline to give my consent under rule 222.

SHRI C. K. CHANDRAPPAN (Cannanore): Since nobody could convince you, would you ask the Minister to present a photostat copy of the original?

MR. SPEAKER: If you want I will ask the Minister to place a photostat copy on the table of the House.

(Interruptions)

SHRI JYOTIRMOY BOSU: They had coffee.

MR. SPEAKER: They have a right to come, they are coming now.

(Interruptions)

SHRI SHYAMNANDAN MISHRA: I seek your indulgence. I had mentioned.....

SHRI SAUGATA ROY (Barrackpore): The opposition is getting no protection.

MR. SPEAKER: Probably, I must get protection from the Opposition now.

SHRI SHYAMNANDAN MISHRA: I am seeking your indulgence with regard to the reference to the terms of reference of the Shah Commission. The words exactly used are.....

MR. SPEAKER: I have seen that.

SHRI SHYAMNANDAN MISHRA: I have said about the circumstances. I

want to correct it. 'The abuse of power immediately preceding the proclamation of emergency'. These are the words.

SHRI JYOTIRMOY BOSU: I have given notice for very important thing, arising out of an assurance on the floor of the House. I have written to the Chairman and the Members of the Assurance Committee. Kapadia Kohinoor Mills have extracted more than Rs. 22 crores.

MR. SPEAKER: I do not know anything.

SHRI JYOTIRMOY BOSU: I have got documentary evidence. Now an enquiry has been instituted by the Ministry of Finance. The Enquiry Committee has submitted a report to the Ministry of Finance. There it has been revealed that two erstwhile Reserve Bank Governors and the former Minister of Banking are involved in conspiring and they committed this big fraud on the nationalised bank. We could like the Government to lay on the table of the House the report that has been submitted on the fraud committed on the Central Bank of India by Kapadias, Reserve Bank Governors and the Banking Minister's office.

12.24 hrs.

MATTERS UNDER RULE 377

- (i) FLOUTING OF SAFETY RULES IN CERTAIN PRIVATE COAL MINES OF BIHAR

श्री श्रीम प्रकाश त्यागी (बहागदख) :
अध्यक्ष महोदय, मैं आपके द्वारा सरकार का ध्यान एक बहुत ही गम्भीर घटना की ओर दिलाना चाहता हूँ और चाहता हूँ कि सरकार इस सम्बन्ध में कोई उचित कार्यवाही शीघ्र ही करे।

धनबाद, हजारी नगर और गिरिडीह के क्षेत्र में और उसके आस पास बहुत बड़ी

संख्या में प्राइवेट कोयला खदान काम कर रहे हैं। वहां सेपटी रूल्स की बिल्कुल उपेक्षा करके कायला निकाला जा रहा है। अगर सरकार ने तुरन्त इधर ध्यान नहीं दिया तो वहां चासनाला जैसी बहुत बड़ी दुर्घटना हो सकती है। मैं सरकार का ध्यान इस ओर आकर्षित कर रहा हूँ। सन् 1973 में सरकार ने कोल माइन्स का नेशनलाइजेशन किया। बहुत सी माइन्स उसमें निकल गई थीं। लगभग 85 कोल माइन्स थीं प्राइवेट जो प्राइवेट हाथों में चल रही हैं। सुप्रीम कोर्ट में उसके केसेज भी चल रहे हैं। सबसे खतरनाक चीज यह है कि सी सी एन की एक सिरका खदान है, वह अण्डर ग्राउण्ड माइन है और उसके ऊपर एक बुन्दू कायला खदान है जो कि ऊपर चल रही है। अगर यहां परपेंडीकुलर वे में कोयला खोदा गया और दोनों के मध्य की दीवार पतली और वहां पानी आया तो इस खदान में चला जायेगा और वहां चासनाला जैसी बहुत बड़ी दुर्घटना होने की सम्भावना है। लेकिन सरकार की ओर से कोई ऐक्शन नहीं लिया जा रहा है। मैं सरकार से प्रार्थना करूंगा कि कोल खदानों के ऊपर सेपटी कानूनों को लागू किया जाये और बाकायदा नियमों के अनुसार उन को चलाया जाये। पहले कोई लाइसेन्स नेता था तो उस पर रूल्स एण्ड रेग्युलेशन्स लागू होते थे लेकिन नेशनलाइजेशन के बाद कोई रूल नहीं है। ऐसी स्थिति में अगर कोई दुर्घटना हो गई और उसके बाद आप इन्क्वायरी कमेटी बिठायेगे तो कोई लाभ नहीं होगा, सरकार को टाइम पर ही ऐक्शन लेना चाहिए—यह मेरी प्रार्थना है।

12.28 hrs.

(ii) GRIEVANCES OF RAILWAYMEN

PROF. DILIP CHAKRAVARTY (Calcutta South): Thank you for your permission to raise certain points, concerning the problems of railwaymen.

3091 L.S.—8.

Yesterday, one lakh of railwaymen assembled before the Parliament under the organisational leadership of the All India Railwaymen's Federation.

I recall, Sir, with a sense of pride that some 20 years ago I was also connected with the Railwaymen's Federation. All India Railwaymen's Federation, its members in particular and the Railwaymen in general, are much concerned about the activities of the anti-social and unscrupulous elements which have raised their ugly heads in causing accidents, causing injuries to railway workers, killing innocent passengers and railway workers etc. besides causing heavy damage to railway property. This has appeared in their petition. I again take this opportunity to offer my thanks to the leadership of the All India Railwaymen's Federation. The Railwaymen, after the withdrawal of emergency, did excellent work. They not only enabled the hon. Railway Minister to place a surplus budget before Parliament (with the profit of Rs. 45 crores), but, by their hard work, they have enabled the Indian Railways to anticipate a profit of Rs. 80 crores in the current year. But, unfortunately, Sir, we have not, as yet been able to fulfil many of the very basic needs of these railwaymen.

I again recall, with a sense of pride, of the last railway men's strike, which was imposed on the railwaymen. The strike has been led by our honoured colleague Mr. George Fernandes in 1974. Their six point charter of demands is yet to be fulfilled. It is common knowledge that the railway workers work round the clock. It is also common knowledge that railway workers are industrial employees and are governed by the provisions of the Industrial Disputes Act. They have very little in common with the civil servants. Yet they are bracketed with the civil servant working in the Central Secretariat of the Government of India. I will give an illustration. Take Group D employees of the Railways such as Khalassis, station porters, shunting porters, safety porters, etc. Their duties not only involve hazards and