

PROF. S. L. SAKSENA (Maharajganj): What have you done for a line from Gorakhpur to Maharajganj—a backward area?

SHRI L. N. MISHRA: We have already accepted in principle the suggestion made by the hon. Members. On 1st December, a Committee was set up under the chairmanship of my friend Shri Qureshi. The Committee has made good progress. They have made an analysis and they will be able to finalise the implementation part of it as early as possible. It was stated that some people have been arrested in the Frontier Railway side. They volunteered to start the ten-hour duty. They did not give notice and they did it voluntarily. The never informed the Station Masters or anybody. The moment the time is up, they leave the train. This kind of action on the part of the railwaymen cannot be tolerated. I do not want to go into details of it I cannot do it overnight. First we decided that this recommendation would be implemented within three years instead of eight years. Like that we are implementing the recommendation. When the karmen agitated, action was taken against the railwaymen. Shri Shastri Ji spoke about victimisation of the railwaymen. In December or in January, I do not remember the date just now, we had a discussion and an assurance was also given by me that there would be no victimisation of the employees. If there has been any victimisation done, it might be brought to my notice and I would look into it.

Regarding the Pay Commission, that is a very difficult question. The Finance Minister is sitting here. We have given full thought to it. We have had a number of discussions over this and some decisions have also been taken. I do not want to touch the recommendations of the Pay Commission as it is not easy for me to do that. Already I have announced, I think, last year, about catering, that if five or more matriculates people from

themselves into cooperatives, they would get preference in the matter of running the canteen. Harijans will also get preference. Minorities will also get preference if they form into cooperatives. This is not only with regard to the vending contract but it is also with regard to running the book stall. I am prepared to give that in Delhi Station. A number of hon. Members want that facility to be in bigger stations. I am prepared to do that provided they form themselves into cooperatives. If unemployed graduates do that for vending as well as for book stalls, I am prepared to accommodate them and I won't charge any rent for one year.

As regards Barabanki-Samastipur railwayline, we have a schedule for it. At the moment, I do not have information with me but I shall try to find it out and tell you the progress made. I am told that it is going on according to schedule. If that is behind schedule, I shall try to make it up.

Regarding Howrah-Amta line, that will be a broadgauge and not a narrow-gauge. We have difficulty in getting land. You know about it. The land has not been available there. There were difficulties also in getting it. But, we have got full cooperation from West Bengal Government. Shri Siddhartha Shanker Ray and myself, after discussions, are going to take up the construction work very soon.

About the acceptance of the recommendations of the Bonus Review Committee, I may not like to comment anything at this stage.

14.45 hrs.

STATEMENT RE. RAILWAY ACCIDENT NEAR BIRPUR ON CENTRAL RAILWAY

MR. DEPUTY-SPEAKER: Earlier, before the Railway Minister began his speech, Shri Vajpayee raised the question regarding the derailment of train

[Mr Deputy-Speaker]

No. 662 Up on the Gwalior-Sheopur Kalan narrow gauge section Now, the Deputy Minister for Railways has volunteered to make a statement Before we take up the next item the Deputy Minister for Railways may make a statement

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) I regret to inform the House of an accident which took place on the Gwalior-Sheopur Kalan Narrow Gauge section of the Jhansi Division of Central Railway

At about 10—20 hours on 9-3-1974 while Mixed Train No 662 Up was running between Birpur and Sillpuit stations the last two bogies of the train—one Third Class bogie and the other a Third-cum-Luggage and Brakevan—derailed and capsized As a result of this accident 5 persons were killed and 8 injured of whom 4 were hurt grievously Immediately on receipt of information about the accident a Railway Medical Van accompanied by Railway doctors left Gwalior Doctors from the nearby Birpur hospital also reached the site to render assistance Medical assistance was also rushed from Morena by road The injured, after first-aid were immediately removed to hospitals for medical attention 30 other passengers who received trivial injuries were rendered first aid on the spot whereafter they continued their journey

On receipt of information of the accident Divisional Superintendent Jhansi and other Divisional Officers rushed to the site by road The Additional Member (Traffic) Railway Board, the General Manager and other senior officer of the Central Railway also proceeded to the site of the accident

An *ex gratia* payment of Rs 500 to the next of kin of each of the dead and of Rs 300 to each of the four

grievously injured persons has been made.

The Additional Commissioner of Railway Safety, Bombay commenced his statutory inquiry into this accident at Gwalior yesterday.

14 48 hrs

GENERAL BUDGET, 1974-75—
GENERAL DISCUSSION

MR DEPUTY-SPEAKER Now, we take up discussion on the General Budget Shri Mukherjee, you may fire your salvo or fusillade, if you like

SHRI SAMAR MUKHERJEE (Howrah) Mr Deputy-Speaker the Budget placed by the same Finance Minister who placed previously three more budgets is in character in no way different from the previous budgets It is on the other hand more pronounced pro-monopolist and anti people In the Budget presented here it has been claimed that inflation will be controlled and it is oriented towards development But actually the character of the Budget and its effect is visible even before the presentation of the Budget The day it was presented the next day the reactions came and the reaction from the Lyons Range which is a centre in Calcutta of the big business is A great joy greeted the Budget They welcomed it in such a way that that type of welcome was not visible even during the presentation of the earlier budgets I am reading from Hindustan Standard

The market greeted the Budget well This is because of the inflationary potential of the Budget

The claim is that this Budget is anti-inflationary but the big business circle is very jubilant because it has the potentiality of inflation The report further says

"Inflation it should be noted, is always a bull point for the market and the budget for 1974-75 holds out prospect for further acceleration of