

man-Sheel are trying to make profit out of this misery. There is no proper distribution. Kerosene is not available Diesel is not available. In some cases, the peasants have to invade the bunkers and bring pressure on the bunk-owners to supply diesel oil to them. It is rumoured that the bunk-owners are keeping the supplies away and selling them in black market at very high prices.

This has created a very serious crisis for agriculture and small scale industry in Tamil Nadu. I request the hon Minister of Petroleum and Chemicals to examine this question and make a statement in the House.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): There has been no shortage of supplies as such, but two factors have contributed to the difficulties. Owing to the heavy power-cut, the rate of loading has been affected and consequently despatches have been low. A request has been made to the Tamil Nadu Government to restore the power cut for the pumps and for loading oil products.

Secondly, a very large number of diesel generating sets have been pressed into service. It has created problems of distribution which are being overcome on the highest priority. The Madras Refinery is operating satisfactorily and can meet all the requirements of the region. But the new pressure on diesel oil has put a strain on supplies as well as on distribution. We are looking into that. I assure the hon. member that with the help of the Tamil Nadu Government; we hope to be able to sort out this problem as early as possible.

13.49 hrs.

INDIAN RAILWAYS (AMENDMENT)  
BILL\*

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): On behalf of Shri L. N. Mishra, I beg to move for leave to introduce a Bill further to amend the Indian Railways Act, 1890.

MR SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Railways Act, 1890."

The motion was adopted.

SHRI MOHD. SHAFI QURESHI: I introduce the Bill.

श्री हुकूम खान कठजाय (मुरेना):  
मध्यम महोदय, मध्य प्रदेश में सूबा पड़ा हुआ है, प्रकाल की स्थिति है, राहत कार्यों के लिए मध्य प्रदेश को सहायता नहीं मिल रही है।

मध्यम महोदय : नोटिस देते नहीं हैं और उन्हें ही जाते हैं। एक दम यह कैसे हो जाता है।

14.50 hrs.

THE RAILWAY BUDGET 1973-74—  
GENERAL DISCUSSION—contd.

श्री बिभूति मिश्र (मोतीहारी) :  
कल मैं यह कह रहा था कि देश में जिसका मीटर गेज है और नैरोगेज है इस सब को ब्राडगेज में परिवर्तित कर दिया जाना चाहिये। ब्राड गेज होने से देश के एक भाग से दूसरे भाग में घाने जाने और सामान लाने ले जाने में सहूलियत होगी। उत्तर बिहार से जो सामान भेजा जाता है या कलकत्ते से जो सामान उत्तर बिहार में जाता है उसका बरेली में लोडिंग और अनलोडिंग होता है। इससे खर्च बढ़ जाता है और खोरी होने का खतरा भी रहता है। सामान