

the factory. On the contrary, they are trying to help it. We are further extending the period of takeover which is expiring in the next two months by another one year. I think with the increased production and a further investment of about Rs. 60 lakhs, if production picks up to Rs. 6 crores per annum, we are going to make a profit from this Company.

SHRI KRISHNA BAHADUR CHETTRI : Is it a fact that if the Company is nationalised, the break-even point will be approximately Rs. 24 lakhs? As the records show, production went up to Rs. 33 lakhs in November 1975. Also, the Central Government has provided a considerable amount of money in instalments for the revitalisation of this Company, and a sum of Rs. 60 lakhs has already been spent and no decision about nationalisation has taken place, but the date of further extension of takeover is approaching very fast. I would like to have a categorical assurance from the hon. Minister that the Company would be nationalised immediately without going in for another extension of take over of the management.

SHRI PRAKASH CHAND B. SETHI : The takeover has been done under section 18A of the Industries Act. As far as nationalisation is concerned, 32.3 per cent shares are already held by the various public sector financial corporations. The main question is this. We are looking into the case of other shareholders. A further investment of Rs. 60 lakhs has now been made and a sum of Rs. 16 lakhs we are providing this year. And the remaining amount will be spent in another two years. We are looking into the matter whether we can increase our share capital and thereby become a majority shareholder rather than taking over and going into the process of paying compensation, etc. And the question of takeover—generally turns up along with many such industries which the Government of India and the various Departments have taken over.

SHRI SANAT KUMAR RAHA : I want to know whether any other drug unit will be established in West Bengal for the production of drugs.

SHRI PRAKASH CHAND B. SETHI : It is very difficult to commit at this preliminary stage. But if given clearance from the Planning Commission and finance, we want to establish a good drug and pharmaceutical unit for the eastern region.

SHRI KALYAN ROY : May I know whether the Minister is aware that one of the biggest aspirin factories, Messrs. Martin and Harris, belonging to Aminchand Pyarelal Group, has been closed down for a long time and that the West Bengal Government has approached the Central Government to take it over? The West Bengal Government have assured the Central Government that they are prepared to invest 50 per cent. If so, what is the progress so far that has been made and what is the Government's view about takeover? I want to know whether it has been discussed with the West Bengal Government. What is the latest situation?

SHRI PRAKASH CHAND B. SETHI : The policy has been that if the production of a unit is less than a crore of rupees per annum—in this particular case it is round about Rs. 50 lakhs—then the Central Government does not take over. Although the process of takeover is done under Section 18A by the Central Government, the State Government has to take a view in the matter. We are already in correspondence with them. We will try to find a solution.

Railway Safety Fund

*152. **SHRI PIARE LALL KUREEL**
urf **PIARE LALL TALIB :**
SHRIMATI SUMITRA G. KULKARNI :†
SHRI LOKNATH MISRA :
SHRI M. P. SHUKLA :
DR. V. P. DUTT :

Will the Minister of RAILWAYS be pleased to state :

(a) the amount allocated to Gujarat from the Railways Safety Fund since the institution of the Fund; and

† The question was actually asked on the floor of the House by Shrimati Sumitra G. Kulkarni.

(b) what are the safety works taken up in that State out of the allocation from the fund and the progress of those works so far ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
MOHAMMAD SHAFI QURESHI) : (a)
Rs. 1.27 crores (Approx).

(b) The utilisation of this fund has been approved in respect of nine major road over-Bridge Works and 20 cases of manning or upgradation of existing level crossings. A list of the nine major works indicating their present progress is laid on the Table of the Sabha.

Statement

Name of work	Present Physical progress.
1. Overbridge on Kaira Mehmedabad State Highway.	Work completed and bridge opened to traffic.
2. Overbridge on Vasad-Borsad Dharmaj-Tarapur State Highway.	Work completed and bridge opened to traffic.
3. Overbridge on Palanpur-Desa Road.	Work completed and bridge opened to traffic.
4. Overbridge on Barod-Padra-Jambusar Road.	Work completed and bridge opened to traffic.
5. Overbridge on Bombay-Ahmedabad N.H. No. 8 (Temporary N.H.) M. No. 205.	Due to paucity of matching Railway funds, it has not been possible to sanction this work so far.
6. Overbridge on Broach-Akshwar Section of S.H.M. No 193/2643-6."	Due to paucity of matching Railway funds, it has not been possible to sanction this work so far.
7. Overbridge on Rajkot-Bhavnagar S.H. Km. No. 104/2-4 at Dhasa.	Work completed and bridge opened to traffic.
8. Overbridge on Anand-Samarkha-Bhalej Road State Highway.	Detailed estimate sent to the State Government for their approval.
9. Overbridge on Rajkot-Jetalsar Section between Rajkot and Bhaktinagar in lieu of level crossing No. 3 at Kms. 2/2-3.	The work has been approved and included in the Railway's Budget for 1976-77.

SHRIMATI SUMITRA G. KULKARNI : In the statement it is said that out of nine, five works have been completed and four are pending completion. Due to paucity of matching railway fund it has not been possible to complete them—this is the reason given in respect of the remaining four works. About one item it is said that it has been submitted to the State Government for approval. What is the exact nature of the Railways Safety Fund ? Why should there be a paucity of matching funds from the Railways? Then, when was item No. 8 sent to the State Government

and was that Government reminded to expedite it or not ?

SHRI MOHAMMAD SHAFI QURESHI : I think that now there will be no difficulty in giving the matching grant. We were in real financial difficulties for some time. But some portion of the cess which we are collecting for the accidents will be diverted to match the grants for these overbridges and underbridges.

SHRIMATI SUMITRA G. KULKARNI : I asked when item No. 8 was sent to the State Government for approval.

SHRI MOHAMMAD SHAFI QURESHI :
We have not received it.

SHRIMATI SUMITRA G. KULKARNI : I want to know when it was sent. Then, I want to know whether this Railways Safety Fund can be used by the State Government or not. There are innumerable level crossings. I know that two years ago during the President's rule and earlier also, the Government of Gujarat had made references to the Railway Ministry about the Railways Safety Fund's utilisation, and the matter has been lying there. I would like to know from the hon. Minister whether the State Government can use this money for deciding which are the points which they can take up on their own or they have to wait for the Railway Ministry's clearance.

SHRI MOHAMMAD SHAFI QURESHI :
It is always done in consultation with the Ministry of Railways. The only thing is that priorities are fixed by the State Governments and the fund which is made available by the Railways to the State Governments is the fund which is available to them from which they have to spend their portion of the expenditure on the level crossing or the overbridge or the underbridge. We are now in a position to give the matching grants to these projects. But, Sir, she asked when it was sent to the Central Government. I do not have the exact date with me.

SHRIMATI SUMITRA G. KULKARNI : Here you have mentioned it in the statement. That is why I asked the question. I thought the information would be with you.

MR. CHAIRMAN : Mr. Patil.

SHRI GULABRAO PATIL : Sir, in the statement at item No. 5, it is mentioned that the overbridge on Bombay-Ahmedabad National Highway No. 8 has not been sanctioned due to paucity of matching Railway funds. The Bombay-Ahmedabad National Highway No. 8 has a very heavy traffic. In view of the fact that the matching Railway funds are not available, should

the State Government be prepared to take up this project ? Or, by what time this amount will be made available for this project ?

SHRI MOHAMMAD SHAFI QURESHI :
Sir, I would like to clarify the position. There is a Railway Safety Fund and the Railways contribute this money and give it to the State Governments. The State Governments have to spend the money from out of his Fund for the construction of overbridges or underbridges to the extent of 50 per cent of the total costs and balance 50 per cent matching grant is to be given by the Railways. As I said earlier, we had some financial difficulties earlier, but now the Minister of Railways has reviewed the whole position and matching grants will be made available to all these projects.

SHRI SANAT KUMAR RAHA : Sir, I know that amounts from the Safety Fund provided by the Railways to the States are not properly utilised. I would like to know whether the Government have received any reports that the amounts from the Safety Fund provided to the State Governments for construction of overbridges, etc., are not being properly utilised and, if so, whether the Ministry is taking any steps to see that the schemes financed from the Safety Fund are implemented properly.

SHRI MOHAMMAD SHAFI QURESHI :
There is no question of improper use of this Fund. Either it is not used at all or it is used for constructive purposes. We have got some Rs. 18 crores with various States most of which they have not so far utilised. It is for the State Governments to take up these projects and fix the priorities so that matching grants can be made available to them.

SHRI SANAT KUMAR RAHA : My question is, how it is ensured that this Fund is utilised properly and whether the Ministry is looking into it or not.

SHRI MOHAMMAD SHAFI QURESHI :
They are being properly utilised. We are always looking into it.

श्री हर्ष देव मालवीय : मान्यवर, रेलवे सेफ्टी की दृष्टि से मैं यह जानना चाहूंगा कि क्या यह सही है कि अभी हाल में बड़ौदा में बहुत बड़ी मात्रा में डायनेमाइट स्टिक्स वाराणसी ने जाती हुई पकड़ी गई थीं ? मुझे विस्तृत जानकारी तो नहीं है, लेकिन इतना जरूर मालूम हुआ है कि पिछले कुछ महीनों में मान या आठ बार इस प्रकार के पदार्थों के कारण बहुत से वेगन्स जल गये । इसलिये मैं यह जानना चाहता हूं कि अगर यह बात सही है तो क्या रेलवे मंत्रालय ने रेलवे की सेफ्टी की दृष्टि से इस प्रकार की घटनाओं के संबंध में तत्कालीन गुजरात सरकार ने कोई संबंध स्थापित किया है और यह जानने का प्रयत्न किया है कि क्या इस प्रकार की घटनाओं के साथ उस सरकार का कोई संबंध है क्योंकि ये घटनाएं बहुत खतरनाक बात हैं ?

MR. CHAIRMAN : It is not directly connected with the main question. You need not reply. Mr. Dhabe.

SHRI S. W. DHABE : I would like to know from the Minister whether item No. 5, the overbridge on Bombay-Ahmedabad National Highway, is a matter involving the Maharashtra Government and the Gujarat Government and what the amount involved is. Will it not be possible for the Minister to devise a policy whereby the Railways take the whole responsibility for these overbridges so that the work is done expeditiously ? Otherwise, if it is a question of sharing between the State Governments and the Central Government the construction of these overbridges gets delayed.

SHRI MOHAMMAD SHAFI QURESHI : Sir, I have to re-state what I have stated earlier. The State Government does not spend a single penny from out of its exchequer. It is the money given by the Railways to the State Governments which is utilised for the construction of overbridges and underbridges. The Maharashtra Government has got about Rs. 1.63 crores in this particular fund. They can spend it. They can fix the priorities and we will provide the matching grants.

MR. CHAIRMAN : Next question.

*153. [Transferred to the 24th March, 1976.]

Incentive Schemes in Railway Production Centres

*154. SHRI JAGAN NATH BHARDWAJ : †

SHRI KHURSHED ALAM KHAN :

SHRI KASIM ALI ABID :

SHRI IBRAHIM KALANIYA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that incentive schemes have been introduced in Railway production centres like railway workshops to keep up the tempo of work and improve output ;

(b) whether any incentive schemes based on performance-cum-attendance is also under consideration of Government for traffic staff ; if so, what are the details thereof ; and

(c) if the reply to part (b) above be in the negative, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURESHI) : (a) Yes, Sir.

(b) and (c) The feasibility of having such a scheme is under consideration.

SHRI JAGAN NATH BHARDWAJ : Will the hon. Minister be pleased to give the details of the incentive schemes ?

SHRI MOHAMMAD SHAFI QURESHI : The point is that there is already an incentive scheme in various railway workshops and production units. This was started in 1954. If he wants the date when it

† The question was actually asked on the floor of the House by Shri Jagan Nath Bhardwaj.