

ciation in management in the public sector concerns including the Railways and if that is the definite policy of the Government, what exactly are the positive steps that the Government would be taking in the matter of associating not a general trade unionist, as Mr. A. D. Mani stated, but the representatives of the Railway workers in the management of the Railways?

SHRI GULZARJAL NANDA: I am glad that the Member has emphasised this aspect. I am very keen that progressively in a larger measure the participation of the workers is secured in the administration of the Railways but it is not that somebody coming in along with 5 or 6 Members of the Board calling himself a trade unionist is going to serve any real purpose. I think I am emphasising that in the course of my discussions at the various levels that we should secure more and more association of the workers and their representatives in things which are of interest to them, in things which count for them and for the Railway\* but I have not yet been able to evolve a complete scheme. This is being done.

\* 151. [The questioner (Shri Sitaram Jaipuria) was absent. For answer, vide cols. 30-31 infra.]

#### LOSSES DUE TO 'CALCUTTA BANDH'

\*152. DR. (MRS.) MANGLADEVI TALWAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether any assessment has been made by Government in regard to the loss suffered by the Railways due to the 'Calcutta Bandh' on the 16th March, 1970; and

(b) the remedial steps taken to prevent such losses in future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI ROHANLAL CHATUR-VEDI): (a) Yes, Sir. The Calcutta Bandh was on 17-3-70 and not on 16-3-70.

(b) Railway Protection Force and the Railway Protection Special Force are being increasingly deployed to protect Railway property and to assist the State Police in handling such situations. Closest liaison is being maintained with the State Police authorities who deal with law and order, with a view to securing their assistance.

A bill has also been introduced in Parliament *inter-alia* to provide for deterrent punishment for causing damage or destruction to Railway property.

Steps are also taken to project before the public the baneful effects of destruction of national assets like the Railway property.

SHRI MAHAVIR TYAGI: On a point of order. The question was definitely about the assessment of the losses suffered about which the answer has not been given.

MR. CHAIRMAN: The question was whether any assessment has been made.

SHRI ROHANLAL CHATUR-VEDI: Yes. The direct loss, if I am permitted to say, that is, the losses to railway property were to the extent of Rs. 11,490 and the indirect losses like loss of railway revenue, etc. were for Rs. 31,02,000.

DR. (MRS.) MANGLADEVI TALWAR : The Minister stated that they are increasingly taking the help of the Railway Protection Police and the CRP. How much help was taken on that day when the Calcutta Bandh was organised and may I know whether the Railway authorities had foreseen these happenings and taken any preventive measures before the Bandh took place? May I also know whether the railway employees of Calcutta and other places were also involved in this Bandh and, if so, what was their proportion to the number of people employed there?

SHRI ROHANLAL CHATUR-VEDI : On 17-3-70, that is the Bandh day, no suburban train or electric train was run in the Bengal area. The electric trains were not run. That is the preventive action that we took to save the railway equipment. Of course there were some minor incidents and I have said about the total damage.

DR. (MRS.) MANGLADEVI TALWAR : I would also like to know whether on this Bandh day the electric trains were not running to any part of Bengal and whether the Bandh affected the other parts of Bengal also because of the trains not running and was there no inconvenience to people because there were no trains and may I know the steps taken by the Central

Government to see that their offices were working properly in spite of this Bandh, in other parts of Bengal?

SHRI RC HANLAL CHATUR-VEDI : No doubt there was some dislocation of traffic and that is naturally the result of the basic action that we took to save our own property and this was the best way that we thought in the circumstances to save the railway property as well as to help the passengers and naturally it must have had some effect but we did take care to see that 100% distance trains were run from the outside the Bengal area.

SHRI CHITTA BASU : May I know whether the Railway authorities issued any instructions to the suburban railways not to run the train on that particular day when the call was given by the CP(M) and, if so, is it also not a fact that but for the suspension of the railway running, the people who were willing to go to their offices could not do so and hence it because of this the strike was as successful as it is being played up by the CP(M)? Was it not due to the collaboration of the Railway authorities that the success was even partially successful as claimed by the CP(M) and was it not direct collaboration by the Railways by suspending the railway functions?

SHRI RC MANLAL CHATUR-VEDI : We took the best action that we thought in our wisdom we should take at that time.

SHRI S. S. MARISWAMY : Your wisdom is being questioned.

SHRI ROHANLAL CHATUR-VEDI : I mean the local General Manager and other authorities thought it best to take the action they took. Naturally they must have consulted the State authorities and that is the normal action that they take. It may be that they may have consulted the State authorities also. Regarding the point mentioned by the Member that we were indirectly helping the success of this Bandh by stopping the trains, I beg to submit that that is not correct. I want to say that we took the action only to see that the situation was not aggravated, that our property was not damaged, that no harm was done to the travelling public.

SHRI CHITTA BASU : Why were potential measures taken for plying the train instead of stopping it?

SHRI ROHANLAL CHATUR-VEDI : As I said earlier, in the circumstances we thought that to be the best course.

SHRI GULZARILAL NANDA : I may add a word. In view of the experience that we have had in the past, in view of what happened in the past in such cases—the life and property of the passengers, the property of the railways, are exposed to destruction and loss—we have our duty to perform as railways and we have tried to do it in the best manner possible in consultation with the local authorities also.

SHRI HAMID ALI SCHAMNAD : May I know whether the railway employees also joined with the operators of this Calcutta Bandh to make it a success?

SHRI ROHANLAL CHATUR-VEDI : May be so; we have no specific information about that.

SHRI S. S. MARISWAMY : On a point of order, Sir. The honourable Minister has said "May be so". That means that these people have also participated in the bandh. If so, what action does the Government propose taking?

MR. CHAIRMAN : No, no. He has said he does not know it. No other question is permitted on this. Please sit down. Now Mr. Kaul.

*{At this stage, Shri Bhanu Prakash Singh entered the House.}*

SHRI BHUPESH GUPTA : Sir, has Mr. Bhanu Prakash Singh come here to answer questions contrary to the Government policies?

MR. CHAIRMAN : No, no such interruptions. Now Mr. Kaul.

SHRI B. K. KAUL : The honourable Minister said that on the 17th March there was a bandh and as a result thereof there was a loss to the railways. And the Minister mentioned two types of losses, direct losses and indirect losses. I would like to know from him how he computed the direct losses and the indirect losses. What does he mean by direct and indirect losses?

SHRI ROHANLAL CHATUR-VEDI : I may just mention that between Jhadavpur and Bagha stations

near Sealdah at Kms 8/21/23 a sleeper J crib was destroyed. It was burnt and the loss was up to Rs. 4,900 and then we spent Rs. 1,200 for re-erecting it. This was among the local incidents. . .

SHRI B. K. KAUL: But that may be a repercussion in another way. The question was about the losses incurred due to the bandh.

SHRI ROHANLAL CHATUR-VEDI: I am saying that this loss was due to the bandh. So, this one item cost us Rs. 6,100. I have already given the total that we have incurred. . .

SHRI B. K. KAUL: How did you compute the indirect losses?

SHRI ROHANLAL CHATUR-VEDI: On a rough estimate.

MR. CHAIRMAN : He has given an illustration.

SHRI B. K. KAUL : I want to know the method they adopted for computing the indirect losses.

SHRI GULZARILAL NANDA : I may also say a word here. When a train is suspended, there will be some consequences arising out of it. Passengers are not moved. Its capacity remains unutilized. Then there is the loss of revenue to the railways.

DR. BHAI MAHAVIR: May I know if the railway administration has made it a part of its policy to face any challenge of bandh in the manner in which it has faced on this particular occasion? As we know, so far as Calcutta is concerned, bandhs have become part of the life of the city or of the State. I would like to know, as our friend over there said, if the Government has made any assessment of (his aspect of the situation, whether by discontinuing the railway services you do not help the achievement of the objective of the bandh because paralysing the normal life of the State or of the area is exactly the objective of this bandh. When a bandh is launched, by not taking positive measures to make the railways function in the normal way and by yielding to the threat of this type of agitation, do we not encourage this- agitation? If so, I would like to know whether the Government will adopt a similar submissive

attitude if bandhs are organised on other occasions also at other places.

SHRI ROHANLAL CHATUR-VEDI : I can assure the honourable Member that we never adopt a submissive attitude. We try to adopt a practical attitude and in that we have to take the advice of the local authorities also. I can assure the honourable Member that there was never any intention nor will there ever be any attempt on our part or from our side to encourage such bandhs at all. As a matter of fact, we did our utmost to help the travelling public and run the traffic. But naturally it all depends on the particular circumstances at a particular moment. That we have to take note of.

SHRI GULZARILAL NANDA: Sir, this question does raise a larger issue. Of course, the railways are directly concerned with it and we are speaking to the State Governments which are responsible for the law and order situations that much more should be done about it. (*Interruptions*) So we have to study the problem and find out a solution. . .

DR. BHAI MAHAVIR: You are only enabling the railway employees also to join the agitation.

\*153. [*The questioner (Shri Lokanath Misra) was absent. For answer, vide cols. 31-33 infra.*]

सर्व उद्योगों के बारे में मालवीय समिति  
का प्रतिवेदन

\*154. श्री सुन्दर सिंह भंडारी :

श्री जगदीश प्रसाद माथुर : †

श्री आर० पी० खेतान :

क्या औद्योगिक विकास, आन्तरिक व्यापार और समवाय-कार्य मंत्री 23 फरवरी, 1970 को राज्य सभा में तारांकित प्रश्न संख्या 29 के दिए गए उत्तर को देखेंगे और बह बताने की कृपा करेंगे कि :

(क) क्या मालवीय समिति की सिफारिश संख्या 1 तथा 2 के अनुसार ब्यौरा तैयार कर लिया गया है ;

†The question was actually asked on the floor of the House by Shri Jagdish Prasad Mathur.