

at some public meeting, to which he has referred, I have no definite information with me, but, as I said, when the General Manager is being sent for and we are already discussing the problems, obviously all these points will be covered and we will see what can be done about this. Number two is about the application of the particular clause that has been referred to in the recommendations of the Dolo-mite Wage Board. I have already clarified and I repeat it again that this particular point has not been accepted by the Central Government for the reasons which I have explained at length just now.

SHRI NIREN GHOSH: May I ask the Minister whether it is a fact that during last year they did not negotiate with the unions on the plea that the Wage Board's work was pending? So, it is a long-standing grievance. Now that the Wage Board has made its recommendations, there is withdrawal of the mining allowance which the workers were getting. In view of this, how long will the Government adopt an attitude of not negotiating with the workmen and come to a settlement? That is one thing. Another thing is in Bhilai; off and on the workers are being re-trenched and today's paper says there was a demonstration and there was a lathi-charge, tear-gassing and all that. The public sector undertakings should be model employers. In view of these, may I know whether you will give proper consideration and meet the workers' demands and see that instead of repressing the workers of the mines or steel, you come to a settlement with the workers. That is the real question which matters.

DR. M. CHANNA REDDY: I have already explained these two points. One is the question of law and order and interference by the police. On the question of accepting their demand, that goes against the recommendations accepted by the Government.

RAILWAY ACCIDENTS DUE TO SABOTAGE

***634. SHRI JAGAT NARAIN:** Will the Minister of RAILWAYS be pleased to state:

(a) how many of the Railway accidents which occurred during the last five years were suspected to be on account of sabotage; and

(b) the action taken against the saboteurs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) 36 (From January 1962 upto April 1967).

(b) The cases are reported to the State Government Police for investigation and for taking appropriate action against saboteurs.

Out of 36 cases, 16 cases have been closed by the State Police after investigation and Final Reports were sent to Court for lack of sufficient evidence. In the remaining 20 cases, 75 persons were arrested. Of these, 15 persons have been convicted 33 persons acquitted and cases against 27 persons are pending trial.

श्री जगत नारायण : मैं वजीर साहब से यह जानना चाहता हूँ कि जिन केसेज का उन्होंने जिक्र किया है, उनमें से कितने केसेज में मिजो रिबेल्स का हाथ था और कितने केसेज में नागा रिबेल्स का हाथ था ? इसके साथ ही साथ क्या चीनी और पाकिस्तानी एजेंटों और किसी सियासी पार्टी की वजह से भी वहाँ पर इस तरह के केसेज हुए हैं ?

SHRI C. M. POONACHA: Sir, the number of suspected cases that have occurred in that sector, i.e., the North-east Frontier Railway, are twelve. In that connection as many as 30 to 40 cases are now under investigation, and further action with regard to persons against whom suspicion has been established is at various stages

of investigation and trial. It would be difficult for me to say how many of these belong to different categories, as explained by my hon. friend.

श्री जगत नारायण : क्या वजीर साहब बतलायेंगे कि यह जो सैबोटेज के केसेज हुए हैं, वे सिर्फ पैसेन्जर ट्रेन्स में ही हुए हैं या गुड्स ट्रेन्स में भी हुए हैं ? अगर किसी गुड्स ट्रेन में हुए हैं, तो उसमें कितना नुकसान हुआ और अगर पैसेन्जर ट्रेन्स में हुए, तो उसमें जान का और मिलिटरी के लोगों का कितना नुकसान हुआ ।

SHRI C. M. POONACHA: Regarding the 12 accidents in that sector, some of them relate to goods trains and some to mixed trains. There is a long list with me of these cases and if the hon. Member so desires, I can furnish the information to him separately.

श्री सुन्दर सिंह भंडारी : मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि यह जो एक्सीडेंट पूर्वी क्षेत्र में मिजोर और नागा इलाके में हुए हैं, तो इसके अलावा देश का कोई और ऐसा भाग है, जहाँ पर इस तरह के एक्सीडेंट हुए हैं ? अगर कोई ऐसा इलाका है, तो क्या माननीय मंत्री जी बतलाने की कृपा करेंगे कि वह कौन सा हिस्सा है, जहाँ आमतौर पर इस तरह के एक्सीडेंट की रिपोर्ट मिलती है ?

SHRI C. M. POONACHA: The particulars are hereunder. On the Northeast Frontier Railway, the cases number 12. On the Southern Railway the number is 5. South Central Railway 2 Western 4, South-eastern 6, Northern 3, Northeastern 4 and then Eastern and Central Railways 'Nil'.

श्री सुन्दर सिंह भंडारी : मेरा प्रश्न यह था कि रेलवे के आपने जौन बताये, लेकिन क्या कुछ टैरीटरीज या डिस्ट्रिक्ट्स ऐसे विशेष हैं, जहाँ पर ये एक्सीडेंट्स होते हैं ।

SHRI C. M. POONACHA: They have been more in evidence in the North East Frontier Railway sector. That is the sector connecting the Nagaland area.

श्री राजनारायण : क्या माननीय मंत्री जी यह बतायेंगे कि जो रेल में दुर्घटनाएँ हो रही हैं, उसके कुछ बड़े कारण हैं . . .

श्रीमन्, आप जरा उसको लगा लीजिये ।

MR. CHAIRMAN: I am sorry. I apologise.

श्री राजनारायण : जब तक चेयर सवाल न सुने, तब तक सवाल करना नहीं चाहिये ।

एक माननीय सदस्य : संतोष नहीं होता है ।

श्री राजनारायण : संतोष की बात नहीं है, यह पार्लियामेन्ट्री प्रैसेस है ।

MR. CHAIRMAN: I sometimes try to understand a bit of it, I try to understand Hindi better, and therefore sometimes do like that. But I shall certainly put this on when you are speaking.

श्री राजनारायण : सही है, बहुत बढ़िया है । मैं यह सरकार से जानना चाहता हूँ कि क्या ये जो दुर्घटनाएँ हुई हैं, इन दुर्घटनाओं में एक बड़ा कारण यह भी है कि भिलाई स्टील प्लांट में जो रेल की पटरी बनी, उसमें कच्चा लोहा लगाया गया था, जिसके कारण जब तेज रफ्तार से गाड़ी चलती है, तो वह लोहा मुड़ जाता है और दुर्घटनाएँ हो जाती हैं । क्या सरकार को इस बात की भी जानकारी है कि इसी सदन में हमने वहाँ का जो लोहे की जांच करने वाला होता है, उसकी प्रमाणित कापी पेश कर दी थी और माननीय मंत्री जी को दे दी थी और उसकी कोई जांच-पड़ताल भी माननीय मंत्री ने की या नहीं और अगर जांच-पड़ताल की, तो उसका क्या नतीजा हुआ ?

SHRI C. M. POONACHA: This question does not have a direct bearing on the question that is now before this House. However, I would refer briefly to the point raised by the hon. Member since he has made a pertinent point earlier on this very fact and also gave us a copy of a certificate of the Senior Chemist of the Bhilai Steel in that regard. We have examined the case very thoroughly, and I have sent a detailed report to the hon. Member in that regard. The case is that certain batches were passed on to the Railways, but they were immediately identified, segregated and they were never used on that track.

श्री राजनारायण : श्रीमन्, एक सवाल है ।

MR. CHAIRMAN: You have put one question.

श्री राजनारायण : सत्य को छिपाने के लिये टेक्निकलिटटी इस्तेमाल नहीं होनी चाहिये ।

SHRI M. S. OBEROI: May I know whether there is any proposal to provide adequate security personnel with the trains passing through those areas?

SHRI C. M. POONACHA: Police put armed guards in these trains. Armed guards of the R.P.F. also assist police in sectors where they apprehend such acts of sabotage.

श्री श्रीकृष्ण दत्त पालीवाल : क्या माननीय मंत्री जी यह बतावेंगे कि जिन लोगों को सजाएँ हुई हैं, उनको किन-किन ज़ुर्मों में सजाएँ हुई हैं और कितनी कितनी सजाएँ हुई हैं ।

SHRI C. M. POONACHA: I do not have that particular information with me. The number of those who have been convicted is 15 for various terms of imprisonment. If the hon. Member puts a separate question, I would try to get the information.

SHRI S. K. D. PALIWAL: For what offences?

SHRI C. M. POONACHA: I do not have that specific information with me right now.

PANDIT S. S. N. TANKHA: May I know if in that area there have been cases of looting of property also or it is just blowing up of track?

SHRI C. M. POONACHA: In some cases after an explosion there was an attempt to loot the train also, perhaps not by the saboteurs themselves but by the unsocial elements round about. They take advantage of such situations.

SHRI D. THENGARI: While it is a matter for investigation whether attempts at sabotage have been there, is it not a fact that sabotage is facilitated because of the fact that the number of gangmen on tracks is inadequate? If the number is adequate, probably we will be able to curb the number of sabotage cases.

SHRI C. M. POONACHA: Normally speaking, the length of the beat, so far as the gangmen and the Permanent Way Inspectors are concerned, has been very carefully determined, taking into consideration the nature of the place, the situation over there and all that. But in a place like this where we suspect certain acts of sabotage to take place, the beat length is very short. We have more number of persons doing constant and intensive inspection work.

SHRI AKBAR ALI KHAN: In the same connection, apart from shortening the beat, have you made any special arrangement to see that these sabotages do not occur, any special arrangement on this particular track?

SHRI C. M. POONACHA: In this connection the State Police and C.I.D. are directly concerned. They collect information. It is their responsibility

to maintain law and order and also to apprehend the suspects in that sector. We as the Railways have only the Railway Protection Force which protect the property of the Railways and look to the safety of the Railway materials in trains while they are on the run.

LAKSHMI RATTAN COTTON MILLS

*635. SHRI ARJUN ARORA: Will the Minister of COMMERCE be pleased to refer to the answer given to Unstarred Question No. 149 in the Rajya Sabha on the 25th May, 1967 and state whether any decision has since been taken on the recommendations of the Investigation Committee on the working of the Lakshmi Rattan Cotton Mills?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): The Government of India are not proposing to take over the management of any mill pending the passing of the Bill proposed to be introduced shortly, to enable taking over certain closed and likely-to-close mills. However, there is no objection to the State Government taking over this mill. The State Government has been informed to this effect.

SHRI ARJUN ARORA: It is a very cruel reply that the hon. Minister of Commerce has given.

MR. CHAIRMAN: What is that, cruel?

SHRI ARJUN ARORA: Yes, cruel. The mill is closed since 6th of September. The Government appointed an Investigation Committee. It worked expeditiously and submitted its report to the Government in December 1966. In March this year the Minister came to this House and said that he would take a decision on the recommendations of the Investigation Committee within a month. This was the reply he gave to my

supplementary in March this year. Now he has come forward and said that he will take action on the recommendations of the Investigation Committee only after a Bill, which he has not introduced, is enacted and a Corporation which is going to be born as a result of that enactment comes into being. He, in effect, says that the mill will be taken over by a 'baby' which will be born to a couple who have not got married. May I know what has happened to the assurances which the Minister gave to this House that he will take a decision within one month on the recommendations of the Investigation Committee? The Investigation Committee had recommended that the Government should take the mill over. Under the Industries Development and Regulation Act, it is an obligation on the Government to take over a mill which does not function well, in whose case the Investigation Committee appointed under that Act recommends the appointment of an Authorised Controller.

SHRI DINESH SINGH: I entirely agree with the hon. Member that it was a hard decision that we had to take in this matter, but the decision had to be taken in keeping with the reality of the situation. The hon. Member, while he gave the background of the case, unfortunately forgot to mention that in between these there was also a Committee set up by the Government which included the Secretary of the Industries Department of the Government of U.P. and others, which went into this matter, and their recommendation was that this mill should not be taken over. I did say that we shall take a decision and I have taken a decision which I have conveyed. We have not gone back on an undertaking. The decision has been taken. The whole point is, the hon. Member knows very well that this is a complicated case in which the mill is in a very bad financial condition. The State Bank has already locked up the stocks, machinery, etc. of this mill.